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GREAT IMPERIALIST.

DEATH OF MARQUIS CURZON.

A Router's telegram announces the death of Marquis Curzon. The late Marquis Curzon of Kedleston, who was 65 years of age, was Lord President of the Council and Leader of the House of Lords. He first entered Parliament as long ago as 1886 and has been for many years one of the most outstanding and brilliant Imperial statesmen. His death is a big loss to the whole Empire. The son of the Rev. Alfred Nathan Holden Curzon, 4th Baron Scarsdale, he was educated at Eton and Balliol College, Oxford, being President of the Union in 1889.



Late Marquis Curzon.

He was twice married in 1895 to a daughter of Mr. L. Z. Leiter, of Washington, who died in 1906, and in 1917 to a daughter of the late Mr. J. Monroe Hinds, U.S. Minister to Brazil, and widow of Mr. Alfred Dugan, of Buenos Aires. There are three daughters by the first marriage. His second wife was appointed G. B. E. in 1922. It was his Viceregal duty from 1898 to 1905 that the late Lord Curzon came into much prominence, difficulties over the military scheme leading to his resignation of that post. His Viceregal duty was a period of strenuous activity and departmental reform; the administration was overhauled and speeded up; the problems of railways and the frontier, education and police reform, agriculture, irrigation and famine relief being attacked in turn; whilst many ancient buildings were preserved and restored. His first Ministerial post was Under Secretary for India, in 1901, and he subsequently held the Foreign Undersecretaryship, making a big reputation in the House of Commons. He became Lord Privy Seal in the Coalition Government when it was formed in 1915, joined Mr. Lloyd George's Ministry as Lord President of the Council in



Marquis Curzon's Widow.

the following year, which post he held until 1919, after which he became Foreign Secretary until January of last year. He retained office in Mr. Baldwin's Cabinet in 1923 being again served in the same post in 1924.

"EMPRESS" TOURISTS.

BAD WEATHER FOR OUR VISITORS.

If first impressions are the most lasting, the 300 or so passengers on the s.s. Empress of France, who are on a luxurious world tour, will not be likely to form a good opinion of Hongkong's outdoor attractions. The big liner came into harbour to-day through a persistent drizzle, and the general weather conditions, which show signs of lasting for some time, are such as would damp the spirits of the most enthusiastic voyager.

Most of the Empress of France's passengers are Americans, though there are over a hundred British. From New York, which was left on January 14th, the liner has touched at Mediterranean ports and all the big ports in South Asia. From Singapore she went on to Manila, before coming on to Hongkong. The next place of call is Shanghai, and then come Japan, Hawaii, the Panama Canal, and back to the starting point by May 23rd. An opportunity occurs for local residents to go home on this luxuriously-appointed ship.

The Empress of France is an oil-burner, of 27,600 tons displacement, being 600 feet long and 72 feet wide. She has seven decks, and regular accommodation for 1,000 more passengers than she is carrying on this special cruise. This liner in July last, soon after being reconditioned, established a new world's record across the Atlantic between Cherbourg and Quebec, making the crossing in five days, eight hours, and 51 minutes, an average cruising speed of 20.49 knots an hour.

She is under the command of Capt. E. Griffith R.N.R. The tourists will remain here until Wednesday morning, so there is time for the weather to improve and enable them to take full advantage of the visit. The usual trips to Canton are being arranged, and among the local attractions offered are a special Chinese dinner at the Regency Hotel to-night, a visit to the Peak to-morrow, and dinner and dancing at the Hongkong Hotel on Monday.

VARSITY BOAT RACE.

CAMBRIDGE SHOW GOOD FORM.

London, March 20. Cambridge rowed a full course trial in 19 min. 30 secs. The conditions were good, with a following wind and slight rain. They shot Hammer-mith Bridge at 11 min 15 secs, and started towards Putney Bridge. The crew finished fresh and un-fatigued. Their coach was very pleased. (Oxford watched from Blakeney Wharf, and are due to row their full course trial to-morrow.—*Reuter.*)

under the same Premier as Lord President of the Council, a position which he has held ever since. Created a Peer in 1898, he was made an Earl in 1911 and raised to a Marquisate in 1921, whilst he received the Order of the Garter on New Year's Day, 1916.

The late Lord Curzon was a very widely-travelled man, having made extensive tours in the Far East, and in addition to being the author of several books of travel he published some interesting essays, translations and poems. The heir to the Viscountcy is the deceased Marquis's nephew, Hon. Richard N. Curzon; to the Barony, Lady Mary Irene Curzon; and to the Marquisate, none.

THE FUNERAL.

London, March 20. The late Marquis Curzon is to be buried at Kedleston on the 26th instant. A funeral service will be held in Westminster Abbey on the 25th.—*Reuter.*

OUR NOISY STREETS.

THE MOTOR-HORN NUISANCE.

We have received the following letter for publication:—
Sir,—Doubtless this is not by any means the first communication you have had apropos the chaotic din and noise caused by the continual and wholly unnecessary use of the hooters, sirens, and horns on automobiles in the streets of Hongkong, yet, as a new arrival, I cannot help but express my opinion (and, incidentally, the views of many residents of long standing) of the clamorous, nerve-shattering shrieks, which emanate from passing motors. When I arrived in Hongkong, the first thing that attracted my attention was this awful racket, and I spoke of it to a friend, who said that as the Chinese were so slow in realising their danger, it was essential that they be warned, and warned continually; otherwise, they would stand in the way of vehicles until it was too late to prevent an accident. This statement may be true in parts, but I hardly think it is the general rule, for after all, the instinct of self-preservation is not dormant in the Chinese any more than it is in a European, and the average Chinaman would get out of the way of these motors without all this unnecessary tooting.

Personally, I think that Chinese car drivers sound their horns and sirens for the mere pleasure of hearing the noise they create. Several times I have seen cars tearing down Queens Road sounding their horns every few yards, and in most cases they have had a clear road for a block or more. Such a practice is annoying, and can be attributed to pure wantonness and an utter lack of consideration and thought for others. Yet it is done with impunity, while the traffic policeman looks acquiescent—no even enforces it. This is during the day. At night, the noise becomes worse, and to my mind reaches its zenith about 11 o'clock, continuing its blare until long after midnight.

To quote one instance. About 12.50 a.m. a few days ago, I was awakened by an appalling, ear-splitting shriek of a siren. This continued for a minute or so (though it seemed more like hours to me) and as the din grew in intensity, I decided to see what it was all about, and, on looking over the balcony of the hotel at which I am staying I saw a car standing at the kerb, while its driver was toying with the hooter, and at the same time holding a conversation with a native policeman! Such practices should be stopped, for it is bad enough to hear those nerve-racking shrieks during the day, without having them thrust on one during the night.

Perhaps if all this unnecessary tooting of horns and sirens were brought under the notice of those responsible for the traffic regulations of Hongkong, it might be possible to have the noise reduced to a minimum. This could be done if the drivers had their hands on a brake instead of the siren. A steady driver who knows how to use his brake will have less accidents than one who relies on the hooter to clear the road. But this does not seem apparent to the Hongkong drivers, and so the noise goes on, and I can safely say that one does not have half the tooting of horns in any other city in the world (in proportion to the number of cars) that can be heard in Hongkong.

Probably the car drivers consider the sounding of their horns essential as a proof of good driving, but I suggest that it is merely a cloak to hide faulty operation. If the car is handled properly, and with care, there should be no need of such an excessive use of the siren as is used in Hongkong, the name of which might aptly be changed to Honk!

Yours etc,
C. D. R.
Hongkong, Mar. 21st, 1925.

TO-DAY.

Closing Exchange 2s. 3. 3/16
Lighting Up-Time 6.55 p.m.

NO LICENCE.

MOTOR DRIVER GETS MAXIMUM.

At the Kowloon Magistracy, before Mr. E. W. Hamilton, this morning, an unemployed Chinese was charged with driving a motor truck without a licence. It was stated that the defendant had previously been a licence, which was cancelled by the C.S.P. Whilst driving a car on January 18th, last, 1924, defendant met with an accident in which six persons were injured and one killed. He failed to report this accident and on being arrested, and charged he was fined \$200, or two months.

His Worship now imposed the maximum fine of \$250, or six months' hard labour.

HO MUN TIN ROBBERY.

ONE DEFENDANT DISCHARGED.

The persons arrested in connection with the armed robbery, which was perpetrated at No. 5 Liberty Avenue, the residence of Mr. J. M. d'Almeida Ramezinhos, again appeared before Mr. E. W. Hamilton, at the Kowloon Magistracy this morning, when the police asked for a further week's remand in respect of six of the defendants, including the woman who was arrested at Kowloon City in possession of a quantity of the stolen property. Tsui Chuang, the fourth defendant, a cook in the household of Mr. Luz, of No. 6 Palace Avenue, was discharged on the application of Inspector Pinnett. It was intimated that the case would most probably be transferred to the central Magistracy.

VATICAN EMBASSY QUESTION.

UPROAR IN FRENCH CHAMBER.

Paris, March 20. The Chamber this evening witnessed scenes of almost unparalleled violence, in which Deputies freely indulged in fistuffs, and ended what had hitherto been a very orderly debate on the withdrawal of the French Embassy at the Vatican. The sitting had to be suspended.

The trouble arose through M. Herriot's statement in winding up the debate, admitting the good work that Catholicism had done in the past, adding: "Then it was pure Catholicism, not the bankers' Catholicism of to-day." On resumption, the Rightist, Marquis De Ferronays, protested at the Premier's remark as a grave insult to the whole of Christendom, and was ordered to leave. He refused, and the uproar was renewed, the sitting again being suspended.

M. HERRIOT'S WARNING.

Paris, March 20. On the further resumption in the Chamber's debate M. Herriot was able to conclude his speech uninterrupted. He declared against the Cardinals' recent denunciation of the Government's laicity laws, which had precipitated the debate, and declared the prelates spoke of violating the law. The Government would protect a religion that confined itself to a spiritual mission.

M. Herriot warned the Rightists, "false Republicans", not to touch the laicity laws. Subsequently the Chamber voted confidence in the Government by 325 to 251.—*Reuter.*

THE KING'S TOUR.

JOINS YACHT AT GENOA.

Genoa, March 20. Their Majesties King George and Queen Mary arrived here well, and embarked on the Royal yacht.—*Reuter.*

COMPANY MEETING.

MESSRS. A. S. WATSON AND CO., LTD.

The fortieth annual ordinary general meeting of Messrs. A. S. Watson and Co., Ltd., was held at the Hongkong Hotel this morning. Mr. H. Humphreys was in the chair and there were also present:—Mr. J. Scott Harston and Mr. H. P. White (directors), Mr. J. A. Tarrant (Secretary), Messrs. H. W. Bird, J. D. Humphreys, J. M. Alves, G. W. Sewell, F. W. Stapleton, D. E. Clarke, L. Wilson, W. Morley and J. M. Wong (shareholders).

CHAIRMAN'S SPEECH.

The Secretary having read the notice convening the meeting, The Chairman said:—Gentlemen,—I propose with your permission to take the report, statement of accounts and auditors' report as read. The net profit for the year under review is \$137,499.44 less than that of the previous year. Last year, you may remember, we made a profit of \$61,834 on the sale of our Stanley Street warehouse, a profit which obviously is non-recurrent. The strike in Canton last year and the floods in the West River Delta very seriously affected the profits of our Shamone branch. When these circumstances are taken into consideration, the profits for a twelve months' period ended 31st October, 1924, do not fall much below those of the previous year, which, it must be borne in mind, was easily a record one in the history of the Company. The only items in the accounts which appear to me to call for special comment are the large increases under the headings of total stocks in trade, and land at Honam, Canton. As regards the former, the Canton strike is largely, if not entirely, responsible. In order to cope with the expanding business of our Canton branch, we ordered more largely than usual for their requirements, which, owing to the strike, resulted in a lock-up of stocks that were not needed. However, these stocks will be utilised this year, and enable us to reduce our indebtedness. As regards the latter, the addition of \$47,700.75 represented by first payment for land of \$35,700.75 and first payment on account of bunding and filling of \$10,000. The alterations at our North Point factory in Hongkong involved demolishing a large sorting shed and the \$20,000 we propose writing off Marine Lot No. 293 represents in round figures the approximate value of this sorting shed. I trust the appropriations to Reserve Fund, Staff Provident Fund and Chinese Staff Superannuation Fund meet with your approval. I have no further remarks to make, gentlemen, and I now propose that the report and statement of accounts as presented be passed. When the motion is duly seconded, I shall be pleased to answer any questions shareholders may have to ask.

BUSINESS MATTERS.

Mr. H. Humphreys proposed and Mr. J. M. Alves seconded the re-election of the Hon. Sir C. P. Hatter, Mr. J. Scott Harston and Mr. H. P. White as directors for the ensuing year. This was carried.

Mr. Clarke proposed the re-election of Mr. C. W. Brown and Mr. H. Greenwood as auditors at a remuneration of \$750 each, Mr. Stapleton seconded, and it was carried.

KOREAN MALCONTENTS.

ATTACK ON JAPANESE POLICE.

Tokyo, March 20. It is officially reported from Seoul that five policemen were killed and two injured yesterday morning as a result of an attack on police stations on the northern frontier of Korea by a party of sixty Korean malcontents, who crossed the Yalu River.

Bulls and Inners

From the Office Butts. □ □

We are authorised to contradict the rumour that the matter which the Government was so suddenly called upon to consider at the Theatre Royal last night, was in relation to the water shortage.

Although the meeting was held in camera, it is understood that this little corner of the Empyrean in no immediate danger of having Prohibition thrust upon it.

This Week's Book: "The People of the Mist," by Lord Fitz Dampier.

MacWhirter, he says he once got X-rayed for stone. What for no couldn't they have tried it on Morrison Hill?

We fancy the Governor has his moments of discouragement, when he almost desponds of ever being able to save the P.W.D. from itself.

Looks as if there'll be some blasting about Morrison Hill.

Those good people who asked for spread have been given a stone.

If full use were made of golf clubs, most Kowloon carpets would be beaten at least twice a week.

Geneva news shows that Europe hasn't yet got the right dope on the opium question.

Some men with chequered pasts are now content to sit at home solving cross-word puzzles.

London telephone girls have formed a glee club. Hope they don't sing the wrong numbers.

It is rumoured that the port light on our Supreme Court has proved somewhat confusing to Statue Square navigators on a dark night.

The young man who hopes to shine in Hongkong as a star usually succeeds only as a spark.

One of the "California's" passengers was robbed at the Kowloon wharf. The remaining 599 lost their money in curio shops.

With the muggy weather coming on, we wish somebody would invent a self-washing face.

These spinster pseudo-puritans who tell people at Home how naughty the naughty East is, must travel through London blindfolded.

The old lady who exclaimed "Why don't they use Lotel?" when she read the Protocol was not quite dead, must have been stung by one.

We do things too easily in Hongkong. Even the social climber does the ascent leaning back in a Peak trem.

This St. Paul's Restoration Fund reminds us that the only way some people will give is to give up, give in or give out.

The critics had better look out, for these gondoliers are known to be very touchy.

The coolie who stole a chicken last week didn't get a run for it.

The people most interested in the recent unearthing of an Iguanodon's skeleton are the crossword puzzlers.

We are told always to be courteous and obliging, but see what happens when you start carrying revolvers for people.

Apart from servants' registration, what about getting the cookboy's proving oven?

Not tope!

Last Tuesday was St. Patrick's Day, which reminds us that a local golf committee has appealed to its members against the wearing of the green.

The cross-word fiend's definition of hell is a place without a dictionary.

Politeness in this weather seems to consist of offering a lady your seat when it is wet.

With reference to the interest taken in the new Rents Ordinance, we would point out that a meeting between two citizens constitutes an indignation meeting within the meaning of the Act.

Lots of local scandals are burnt at both ends.

This new turn to the Rents Ordinance will mean a Department of Explanations.

Scientists are said to be looking for a substitute for coffee. Our comrades discovered it long ago.

Looking down on people is a bad way to try and make them look up to you.

The trouble with most taipans is that they cannot attribute their overstrained mental condition to brilliancy.

"What Theosophy Is" isn't nearly so interesting as what lots of folk think it is.

A further sign of increasing intelligence. Kowloon now has its own chess club.

The worst of saying it with chocolate in Kowloon is that you have to repeat it with a tadance in Hongkong.

Editorial Note:—The long article on milk unfortunately had to be condensed.

A man may select his wife, but he can't pick out his relatives.

It's only a question of time when every pedestrian will either have a car or wings.

Health Note.—The best way to avoid falling hair is to keep hor at arm's length.

Now that the Telephone Company is being reorganised, it should soon be possible to connect subscribers in Hongkong with those in Kowloon.

The item "curried sweetboards" from the menu of a local hotel would seem to indicate that the close season for beavers is now over.

An article appearing in the Daily Press concerning the inhabitants of the Channel Islands was headed "Tax Shock for Islanders". Although not unduly taxed, Hongkong Islanders don't get their own Jerseys, Guernseys, Underwear and Socks for nothing.

There seems to be something in this Morrison Hill problem—principally rock.

We'll bet the proprietors of Madame Tussaud's got quite waxy when the place was burnt down.

A contemporary announced yesterday that the s.s. Empress of France had visited Jerusalem. She must be an amphibian—but the story seems fishy.

We believe that a special song is being composed for the next Philharmonic effort, entitled, "Crossing the Fush Bar".

Not tope!

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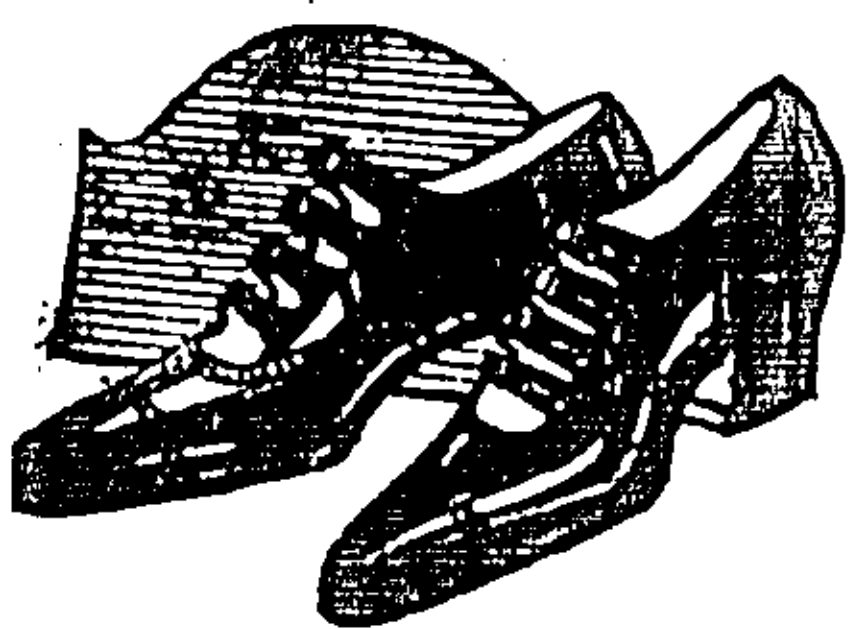
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INTERPORT ROWING.

**HONGKONG CREW
ENTERTAINED.**

Last evening there was a very happy band of rowing members and enthusiasts present at a dinner given to the successful crews who recently brought back the interport cup from Manila. The chair was taken by the Commodore, Capt. T. Arthur, and the crews occupied seats of honour on his right and left. When the company took their seats the Manila flag was broken over the table amid a good deal of cheering.

At the conclusion of a very excellent repast the chairman rose to propose the toast of the crews and in so doing he said he understood that the race was a well fought one. When the Hongkong men went they didn't think they were going to get a walk over and in fact they didn't get one. (Applause). They were only sorry they could not make this an annual event, however, he understood that if Manila could come up here this year they would do so (hear, hear). If however they couldn't, come to row in our waters he thought it was up to the club to send down men again to row in Manila waters (hear, hear). But of course they would like to see Manila come to Hongkong, when they would try to return the hospitality Manila extended to the Hongkong crews. He proposed the toast of the Hongkong crews, wishing them every future success.

The toast was drunk with musical honours and a good deal of enthusiasm, after which the chairman said he wanted to thank the two coaches, Mr. F. J. Easterbrook and Dr. Minett for the work they had done in training the crews. He had reserved his remarks about them because he wanted to make them the subject of a separate toast (applause). This toast was also drunk with musical honours.

A Wonderful Cup.

Mr. Easterbrook, replying, said the coaching was a job he took on with great pleasure. The fellows they had to handle were good sporting men who took all the bullying in the best spirit and the results had been very satisfactory. They were all very proud of the crews that brought back such a wonderful cup (applause). He also wanted to say a word about the fellows who went down each evening even after the crews were selected helping in the trials, which was so essential to the making of a good crew. He proposed their health, which was heartily drunk.

Later the stroke of the winning crew, Mr. A. C. Groves, replied remarking that it was very pleasant for them to bring back the cup. Each man backed them up and they were very grateful to Dr. Minett and Mr. Easterbrook for

EARTHQUAKE AND FIRE.

**TALIFU, YUNNAN,
DESTROYED.**

Shanghai, March 20.—The China Inland Mission has received a telegram from Talifu, West Yunnan, dated the 19th inst., stating that Talifu had been destroyed by an earthquake which was followed by a disastrous fire. Help is urgently needed. All foreigners are reported safe.—Reuter.

the coaching they gave (Applause).

Later Dr. Minett also replied. He said it seemed to him the stroke was better at deeds than words (Laughter) and so he supposed he would have to tell them something about the race. It appeared that Manila started off at a stroke of 45 and Hongkong 47, older rowing men would think that was going some. He thought stroke showed great generalship during the race and made a great finish (hear, hear). The pairs made a false start and when they did start, didn't know whether they had started or not. (Laughter). He thought they would have to practice a quicker stroke. Hitherto they had depended too much on the old Varsity rate of 30 to 31. It was a great pity that they had to break up the original selected crews. Had Mr. Jack been able to go in the four he thought they would easily have carried off both races. It was a tragedy losing Mr. Jack (Hear, hear).

Was it the Temperature?

Speaking of the different boats and conditions the crew found in Manila the cox, Mr. F. P. Lenfesty, said they were rather startled on arrival to hear that Manila had been rowing at 46.

(A voice, they must have been talking about the temperature) (Laughter). But Hongkong settled down and at their first trial rowed over 40. They all had a great time at Manila.

Later in proposing the toast of the Manila Boat Club the chairman said he thought their secretary should be asked to write to the club and thank them for the hospitality they had extended to the Hongkong rowing men, a suggestion which was received with applause, the toast being drunk with musical honours.

During the evening Mr. Groves formally handed over to the Commodore the interport cup which was promptly filled and passed round the table, the Commodore finally emptying it amid cheers.

The vice-commodore Mr. E. W. Carpenter, also spoke and briefly sketched the history of rowing so far as it had connection with the Yacht Club and mentioned amid laughter that it was decided that each member was worth about \$12 to the club and so each yachting member had to pay that amount to go in with the rowing members. He hoped the rowing would continue successfully for many years. (Applause).

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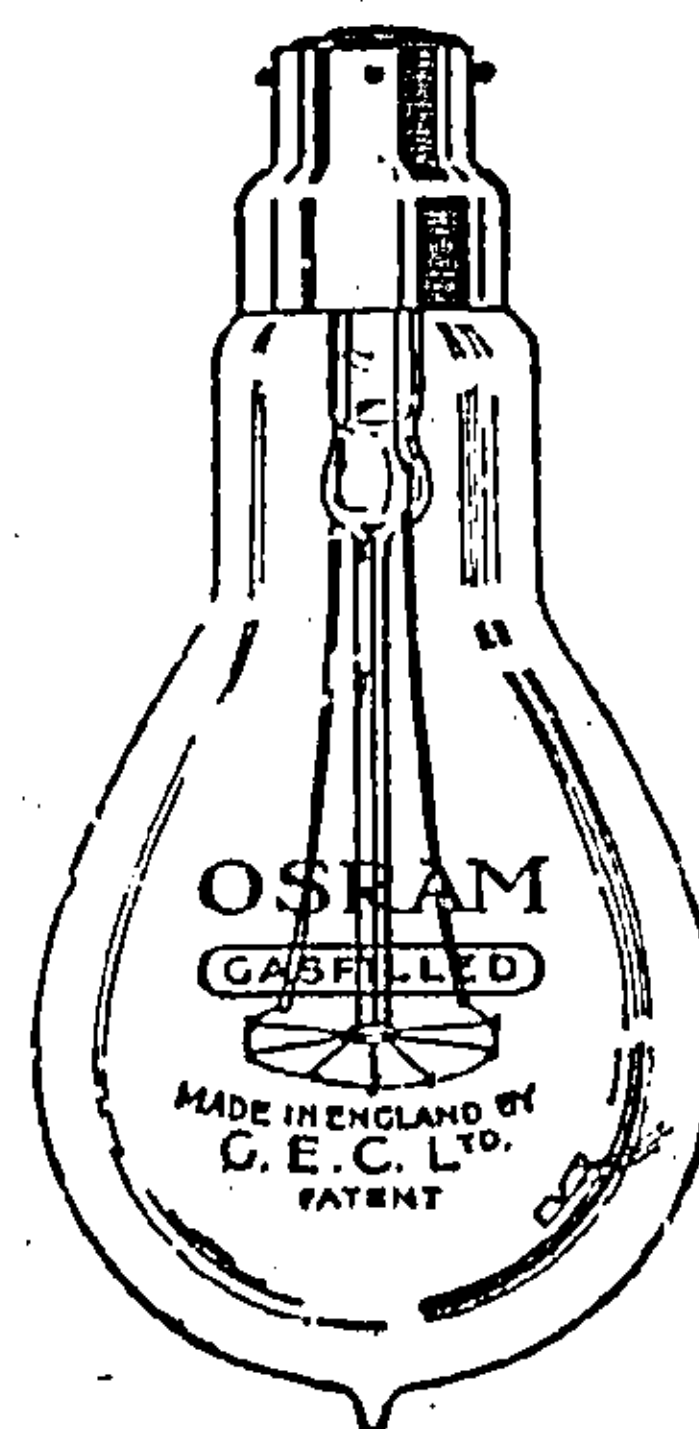
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ORIGINAL

PLYMOUTH GIN

OBTAINABLE.

EVERYWHERE.

CHINESE CHAMBER OF COMMERCE.

FAMINE RELIEF SUB- SCRIPTION.

The annual general meeting of the Chinese General Chamber of Commerce was held yesterday afternoon. Mr. Li Po-kwai, the Chairman, presided, over a large attendance.

The Chairman proposed the adoption of the report and accounts, which was carried unanimously. This year's report was compiled in exactly the same manner as its predecessors and contained practically nothing of public interest. A précis of the monthly meetings held during the year occupied three fourths of the publication, while the remaining space was taken up with names, the principal officials and the Executive and General Committees.

The ordinary monthly meeting was held immediately after the annual meeting.

Among the matters on the agenda was a set of new regulations formulated to facilitate the work of the Society for the Prevention of Cruelty to Animals. Mr. Li Po-kwai stated that copies of the regulations had been circulated to poultry and cattle importers, who had since sent to the Chamber a number of recommendations. They considered some of the regulations impracticable, and urged the Government to modify them. The views of the importers had been sent to the Secretary for Chinese Affairs, the Chairman said.

Referring to a letter of thanks from the International Red Cross Association in China, the Chairman said Mr. Lee Fong Ahlo, special delegate of the Association, came to Hongkong some time ago to canvas for subscriptions for relief work in the famine stricken areas in North China. The Tung Wah Hospital gave prompt response with a contribution of \$20,000. Later, it was found that more funds were needed, and accordingly a further contribution of \$10,000 was remitted by the Hospital.

An Unusual Complaint.

A touch of piquancy was introduced to the proceedings by an unusual complaint from a high official of Canton, who wrote to the Chamber expressing strong disapproval of the employment of foreign officers to lead Chinese soldiers. He referred particularly to what was known as the Students' Corps or the Red Army, which was under foreign officers. Such a thing should not be done.

"We cannot do anything but acknowledge the information," was the Chairman's terse comment after reading the letter.

The difficulty of obtaining wine licences, was mentioned in a letter read to the meeting. The Chairman said the help of the Chamber was invoked by the author of the letter after several letters had been written to the Police and the Imports and Exports Office for information as to the Department responsible for the issue of wine licences for restaurants. The man first applied to the Police. He was referred to the Imports and Exports Office, which Department, in turn, sent him back to the Police. The Chamber wrote to the Imports and Exports Office, and a reply had been received from the Superintendent intimating that the application should be made to the Police. He thought a licence would not be issued in this case, because there were already two licensed houses in the neighbourhood of the new restaurant.

ARMED ROBBERIES.

AN OLD MAN STABBED.

During Thursday night and yesterday morning two attempts were made by robber gangs on the mainland but only one of them proved successful, the other failing after an inmate of a madhouse was stabbed by one of the robbers.

The first occurred at Kowloon Chai at 8.45 p.m. on Thursday, the victims being the occupants of a small hut. It is stated that four men entered the hut and produced daggers. The inmates were all bound and gagged and the robbers stole clothing and jewellery to the value of about \$11. Shortly after midnight Friday morning, an old man 70 years of age was aroused from his sleep by the entrance of three men, into his madhouse at Cheung Sha Wan and was asked for his money. One of the men, all of whom were armed with daggers, stabbed the old man, who fortunately was able to blow a police whistle, which caused the men to decamp. They departed without any loot and on the arrival of the police the victim was removed to the Government Civil Hospital.

WORLD THEATRE.

TO-DAY TILL TUESDAY, 5.15 & 9.15 p.m.

There was a terrific crash!
The huge chandelier had fallen!
It was the bride's husband who
had fallen victim under it!



Added Attraction:

JACK DEMPSEY

HEAVY WEIGHT CHAMPION OF THE WORLD
— IN —

HIS GREAT NEW SERIES OF FIGHT FILMS

"FIGHT and WIN"

Prices: 5.15 p.m.-- \$1.00 & 60 cts.
9.15 p.m.-- \$1.50, \$1.00 & 50 cts.



**"And Be Careful Madam, that the prescription
is filled properly"**

EXPERIENCED physicians frequently caution the sick-room attendant to send prescriptions where they will be filled ACCURATELY and PROMPTLY.

YOU ARE ASSURED OF BOTH ACCURACY AND PROMPTITUDE AT—

THE CHINA DISPENSARY

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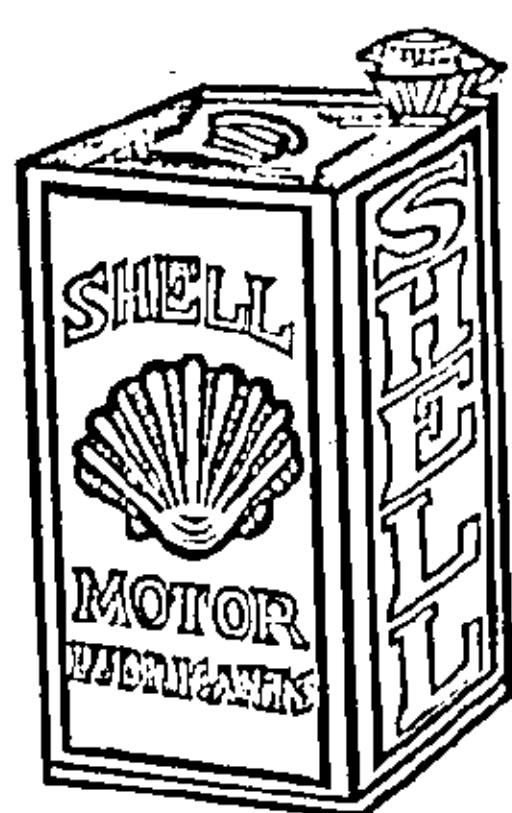
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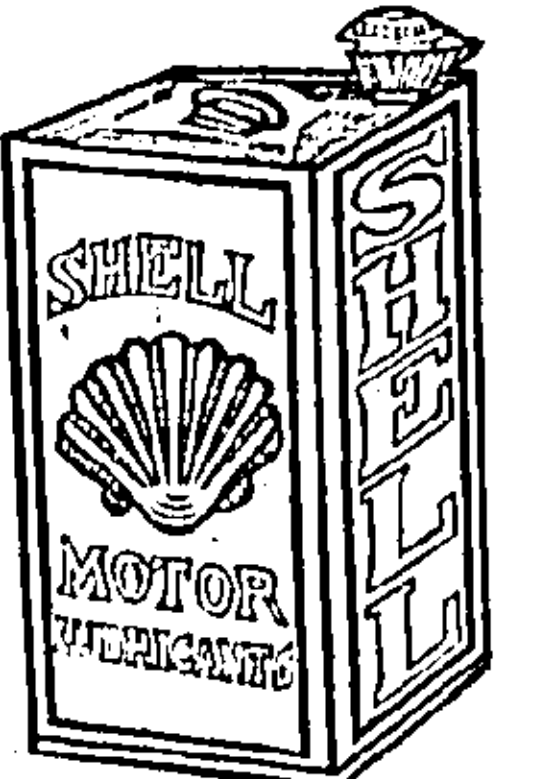
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OILS



IMPORTANT ANNOUNCEMENT TO MOTORISTS.

The Proprietors of SHELL MOTOR SPIRIT have pleasure in introducing SHELL MOTOR LUBRICATING OILS. SHELL has always meant the highest quality Motor Spirit—to-day, it means more—it means the highest grade of Motor lubricating oils.

SOLD IN 1 GALLON AND 4 GALLON TINS.

"EVERY DROP TELLS"

Write for our Booklet, "Shell Ready-Reference to correct Lubrication."

NOW ON SALE

AT ALL GARAGES AND DEALERS

THE ASIATIC PETROLEUM COMPANY, (SOUTH CHINA) LTD.

(INCORPORATED IN ENGLAND.)



NEW ADVERTISEMENTS.

UNIVERSAL WANTS

If you have noticed the large number of people who read the "Telegraph" every night, you will be SATISFIED

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IN THE Colony of Hongkong is the "HONGKONG TELEGRAPH"

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POSITIONS VACANT.

REQUIRED. -- Young European BOOK-KEEPER for position offering permanency and good prospects. Applicants must be prepared to furnish references as to integrity and ability. Please apply in own handwriting to Box No. 1295, c/o "Hongkong Telegraph."

TO LET.

SPACIOUS OFFICES. Second floor, China Building. Premises available March 1st. Inspection any time during business hours. Apply The Hongkong Excavation, Pile Driving & Construction Co., Ltd. 2nd Floor, Powell's Building.

TO LET. -- No. 7 Felix Villas, Mt. Davis Road, from 1st April (4 large & 2 small rooms). Rent: \$175. -- and taxes. Apply to H. Claxson, Siemens & Co., 6 Queen's Road, T.C. 4203.

HOUSES TO LET. -- On Mount Davis, Splendid view, modern sanitation, garage, Apply Box No. 1294 c/o "Hongkong Telegraph."

STORAGE Space on Marine Lots with Godown & Chinese House to Let. W. S. Bailey, Kowloon Bay.

OFFICE ROOMS TO LET. -- Central Location Apply to the Bank of Canton, Limited.

TO LET. -- From June 1, 1925, two OFFICE ROOMS on 2nd floor, New Bank Building. Most suitable for share or exchange brokers. Apply to Sang Koo, same Building.

FOR SALE.

B.S.A. 4 1/2 h.p. with sidecar in excellent running order and condition. Owner buying bigger machine. Apply Box No. 1291 c/o "Hongkong Telegraph."

FOR SALE. -- KELLET MA-NOR BEING NO. 185 THE PRAK. POSSESSION NEXT MAY. -- H. Percy Smith No. 6, Des Vaux Road Central.

LOST.

LOST, on the Peak, a gold mounted earring. Finder kindly return same to No. 261 The Peak.

DOUGLAS STEAMSHIP CO., LTD.

THE Ordinary General Meeting of the above Company will be held at the Company's Offices 20, Des Vaux Road C. on SATURDAY, the 28th of March 1925 at 11 a.m.

The Transfer Books of the Company will be closed from the 21st of March to 28th of March both days inclusive. DOUGLAS LARSEN & CO. General Managers. Hongkong, 13th March 1925.

NOTICE OF REMOVAL.

NOTICE IS HEREBY GIVEN that our registered Offices have been removed to 2nd Floor, Powell's Building.

THE HONGKONG EXCAVATION PILE DRIVING & CONSTRUCTION COY., LTD.

7th. March, 1925

The 11th Annual Pianoforte Recital

OF PROP. DANENBERG'S PUPILS WILL BE HELD ON

Tuesday, 24th March

AT THE CITY HALL

at 5.30 p.m. sharp.

Tickets obtainable at Anderson's

at \$1.00 each.

For ten days only!! ART EXHIBITION at

Messrs. KOMOR & KOMOR

Open from 10 a.m. to 6 p.m.

Mr. K. Hayashi arrived with a very fine Collection of old Japan Prints by: Kiyomasa Toyokuni, Hiroshige, Hokusai, and all the foremost Masters of Japan. Prices ranging from 50 cents to \$2000, also a very fine Collection of Ivory and Wood Carvings, Gold lacquered boxes, Inro's and a few ceremonial Coats (Haori).

A cordial invitation is extended to all lovers of ART to visit this interesting EXHIBITION.

KOMOR & KOMOR

Art and Curio Experts Alexandra Buildings.

ST. STEPHEN'S COLLEGE.

ANNUAL ATHLETIC SPORTS

on TUESDAY, 24th March

AT

HAPPY VALLEY

(by kind permission of the Jockey Club)

starting 1.30 p.m.

OLD BOY'S RACE

at about 3.30 p.m.

A VISITORS' RACE

of 440 yards.

for all Schools in Hongkong will take place at about 4.00 p.m.

NOTICE.

SOME POINTS OF SECURITY.

1. Government Supervision.
 2. No Restrictions in Policies.
 3. Non-forfeitable after two years.
 4. Free extended Assurance after three years.
 5. Liberal definite Guarantees.
 6. Assets, 280 Million Dollars Gold.
 7. surplus, 22 Million Gold.
- Sun Life Assurance Co. of Canada, King's Building, Hongkong. F. M. Weller, Manager.

WILFRED GRENFELL

The Famous Doctor

of

LABRADOR

will preach in

St. ANDREW'S CHURCH

KOWLOON

To-morrow SUNDAY,

at 6 p.m.

MARINE ENGINEERS' GUILD OF CHINA

HONGKONG BRANCH.

AN ORDINARY GENERAL MEETING will be held at the GUILD OFFICE, SAILORS' HOME, WEST POINT, on TUESDAY 24th MARCH 1925, at 5 o'clock, p.m.

BUSINESS.

ELECTION OF NEW MEMBERS,

GENERAL.

J. WATSON,

Secretary, Hongkong, 21st March 1925.



IF YOU ARE CONTEMPLATING REPAIRS OR ALTERATIONS WE SHALL BE PLEASED TO SUBMIT ESTIMATES AND SPECIFICATIONS FOR ANY DESCRIPTION OF--

SANITARY ENGINEERING

C. B. WARREN & Co., Ltd.

CHINA BUILDING.

(Facing Queen's Theatre)

HONGKONG GENERAL CHAMBER OF COMMERCE.

THE ANNUAL MEETING of the MEMBERS of the HONGKONG GENERAL CHAMBER OF COMMERCE will be held on MONDAY, 23rd March, 1925, at 4 o'clock precisely in the O.D. CHAMBER OF COMMERCE ROOM, City Hall, for the following purposes:--

1. To receive the Report and Accounts of the Committee for the year ended 31st December, 1924.
 2. To elect a New Committee.
 3. To transact any General Business.
- By Order, M. F. KEY, Secretary. Hongkong, 14th March, 1925.

CHINA SUGAR REFINING CO., LTD.

NOTICE

THE forty seventh ordinary Annual Meeting of the Shareholders of the above Company will be held at the Offices of the General Agents, Pedder Street, on TUESDAY, the 31st March 1925 at 11 a.m. for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December 1924.

The Transfer Books of the Company will be closed from the 17th to the 31st March 1925 both days inclusive.

JARDINE, MATHESON & CO., LTD. General Agents. Hongkong, 11th March 1925.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

NOTICE.

NOTICE IS HEREBY GIVEN that the Ordinary Yearly Meeting of Shareholders will be held in the offices of the Company, 2 Queen's Buildings, Hongkong, on MONDAY, the 30th March 1925, at noon, for consideration of the Directors' Report and Statement of Accounts for the year ending 31st December 1924.

The Share Register and Transfer Books will be closed from the 20th to the 30th March 1925, (both days inclusive).

By Order of the Board of Directors,

R. M. DYER, Chief Manager.

Hongkong, 12th March, 1925.

THE HONGKONG FIRE INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS

THE Fifty-sixth Ordinary General Meeting of Shareholders will be held at the Offices of the undersigned on Friday, the 27th March 1925, at Noon, for the purpose of receiving the Report of the General Managers, together with a statement of Accounts for the year ended the 31st December 1924.

The Share Register and Transfer Books will be closed from the 13th to the 27th March 1925, both days inclusive.

JARDINE MATHESON & CO., LTD.

General Managers, Hongkong Fire Insurance Co., Ltd.

Hongkong, 7th March 1925.

FORTHCOMING AUCTION SALES

CHINA AUCTION ROOMS.

China Building, Ground Floor.

IF you have anything you would like to sell, exchange or advertise, send it to the CHINA AUCTION ROOMS, E.V.M.R. de SOUSA, Auctioneer. Tel. C. 4453.

PUBLIC AUCTION

The Undersigned has received instructions to sell by PUBLIC AUCTION, for account of the concerned,

on TUESDAY, March 24, 1925, at 2.30 p.m. at the CHINA AUCTION ROOMS, China Building, Valuable Blackwood and Teakwood Furniture and Household Sundries.

Comprising:-- Blackwood Joss Tables, Blackwood Curio Cabinets, Blackwood Mahjong Table and Chairs, Blackwood Settees and Chairs, Blackwood Marble-top side Tables, Blackwood Flower Stands, Blackwood Opium Stools, Blackwood Teapots, etc., etc.

Also Brass, Iron and Teakwood Bedsteads, Teakwood Bookcases, Dressing Tables and Chairs, Wardrobes, Dinner Wagons, Glassware and Cutlery, Sideboards, Washstands, Flower Stands, Cabinet, Overmantles, etc., etc.

Also 1 Piano by Moutrie, 1 Piano by B. H. Lunau, Lubek. Picture Frames, Perambulators, etc., etc.

Terms:--Cash before Delivery.

E. V. M. R. DE SOUSA, Auctioneer.

Hongkong, March 19, 1925.

BY ORDER OF THE MORTGAGEE.

PARTICULARS AND CONDITIONS OF SALE

of

THE LEASEHOLD PROPERTY

Situate at Homantin, Kowloon, in the Colony of Hongkong and registered in the Land Office as SECTION R OF KOWLOON INLAND LOT No. 1507. The land faces three public roads and has an area of 11,700 Square feet or thereabouts. The Crown Rent payable yearly is \$70.

To be sold by PUBLIC AUCTION on Monday, March 23, 1925, at 3 p.m. by

MR. E. V. M. R. DE SOUSA, Auctioneer.

At the CHINA AUCTION ROOMS, China Building.

For further particulars and conditions of sale, apply to

MESSRS. LEO D'ALMADA AND NEPHEW, Solicitors,

or to

MR. E. V. M. R. DE SOUSA, Auctioneer.

China Building.

Hongkong, February 24, 1925.

THE AUCTIONEERING & BROKERING Co., Ltd.

8B, DUDDELL STREET.

Furniture Auctions EVERY

Tuesday and Friday.

at 2.30 p.m.

FOR SALE.

One 180 H.P. 3 Cylinder

opposed piston

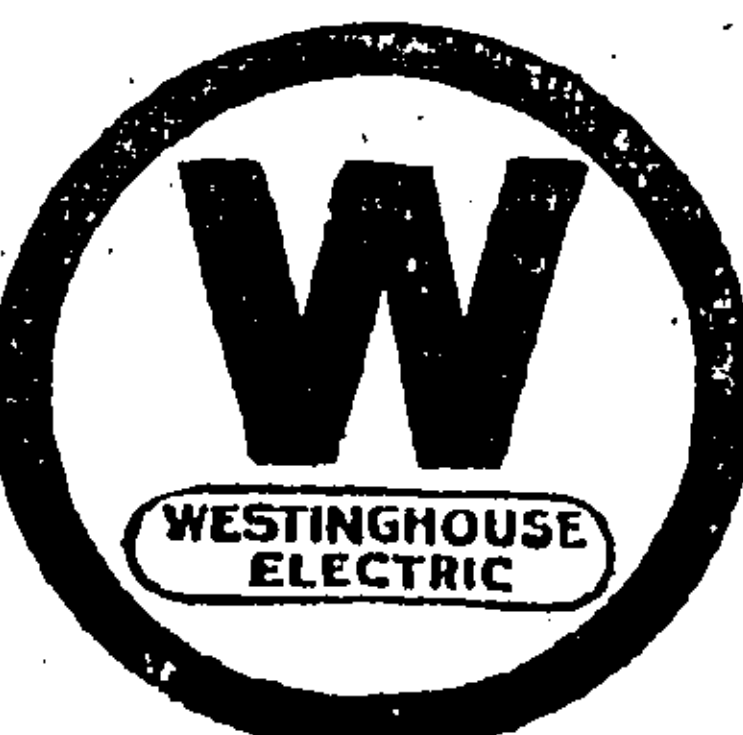
JUNKER'S DIESEL ENGINE.

Three large MARINE BOILERS.

Ninety New HAND-PUMPS

For orders to view please apply to

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Holyoak, Massey & Co., Ltd.

Distributors.

Queen's Bldg. Tel. C. 673.

G. R. PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction, on

TUESDAY, WEDNESDAY & THURSDAY,

the 24th, 25th and 26th March, 1925, at H. M. Naval Yard, Hongkong, and at Kowloon Naval Depot, commencing each day at 9.30 a.m. with an interval from 12 noon

to 1.30 p.m.

Old and Surplus Naval Stores, &c.,

Comprising:-- Money Chests, Spring Balances, Galvanized Tubing, Dinghies, Whalers, Gigs, Balsa Rafts, Boat's Sails, Electrical and Wireless Telegraphy Fittings, Carbons, Electric Cable, Cooking Stoves, Ships' Fittings and Fire-hearth Gear, Iron Beds, Mattresses and Fittings, Life Rafts, Life Belts, Carpets, Rugs, Mats, Table Covers, Blankets, Counterpanes, Curtains, Overcases, Canvas, India Rubber and Metallic Hoses and Tubing, Old Cordage, Canvas Bags, Old India Rubber, Old Leather, Old Woollen and Linen Rugs, Old Asbestos, Old Paint Drums, Old Cork, New Canvas Cuttings, Old Lead, Old Brass, Copper, Lead and Zinc, Copper and Brass Tubes, Coal Sacks, Brown Jean Wood and Iron Blocks, Lamps and Fittings, Gauges, Steel Tubes, Old Steel Wire Rope, Dirty Mineral Oil, Anchors, Chain Cable and Gear, Drilling and Grinding Machines, Lathes, Steel Girders, Davits, Pinnace, Cutter and Dynamo Engines, Tables, Compasses, Binnacles, Logs, Clocks, Iron Drums, Old Packing Cases, Packing Boards, Old Casks, Rigging Chains, Buys, Wire Brushes, Glass Tubes, Side Scuttles, Baths, Anvils, Forges, Vices, Miscellaneous Tools, Ironmongery, Pneumatic Drills, Filters, &c., &c.

Lots may be inspected on Monday, the 23rd March, 1925.

Also sale of Old and Surplus

Victualling Stores at Kowloon

on Friday, 27th March.

Comprising:--Table Linen, Imple-

ments, Serge, Flannel, &c., Remnants,

Blankets, Sundry Articles of Mess

and Table Gear, including Electro

Plated Ware, Clothing, Condensed

Provisions for Poultry Feeding, &c.

Terms of Sale: As detailed in

Catalogue.

Hongkong, 6th March, 1925.

LAMBERT BROTHERS,

By Appointment

Auctioneers to the Admiralty.

BY ORDER OF THE MORTGAGEE.

PARTICULARS AND

CONDITIONS OF SALE

of

THE VERY VALUABLE

LEASEHOLD PROPERTY

situate at Queen's Road Central

Victoria aforesaid and registered

at the Land Office as THE

REMAINING PORTION OF

INLAND LOT No. 619.

IN ONE LOT.

The area of the land is 6,350

square feet or thereabouts.

The property comprises the

whole of the messuage known as

No. 16 Queen's Road Central

and a great portion of the

messuage known as No. 18

Queen's Road Central both of

which messuages now lot and

occupied as shops and offices.

A plan of the property may be

inspected at and further particu-

lars and conditions of sale may

be obtained from the obtained

from the offices of

Messrs DEACONS,

6, Des Vaux Road Central,

Vendors' Solicitors or

Messrs LAMBERT BROS.,

The Auctioneers.

MILNERS' SAFES

THE Undersigned have just received a shipment of safes of various Sizes. These may be seen at No. 5 Duddell Street.

LAMBERT BROS., Agents.

PENINSULA AUCTION ROOM.

PALACE HOTEL ANNEXE 39, Haiphong Road, Kowloon D.C. BAPTISTA, Auctioneer.

"ROGATE".

PRIVATE BOARD

RESIDENCE

158-160, Austin Road

(Corner Austin & Kimberley Rd.)

Kowloon-Tel. K. 551.

Quiet Neighbourhood with

Pleasant Outlook.

Terms Moderate.

DIA DA BOA IMPRENSA.

A DIRECCAO DA RELIGIAO

E PATRIA tem a honra de convidar os catolicos desta cidade para assistir as solenes festividades do Dia da Boa Imprensa que se realizarao no domingo, 22 do corrente, co-stapado de funcao religiosa na Catedral da Imaculada Conceicao as 8.38 a.m. e 4.30 p.m. e numa academia literario-musical no Club Lusitano as 5.30 p.m. lembrando-lhes a conveniencia de receberem a comunhao nesse dia pela propagacao da Boa Imprensa, do entaoarom o hino "Queremos Deus" na Catedral, e do se incorporarem no cortejo da mesma Catedral para o Club Lusitano.

Hongkong, 19 de marco de 1925.

THE HONGKONG & SHANGHAI HOTELS, LIMITED.

NOTICE IS HEREBY GIVEN

that the Ordinary Yearly Meeting of Shareholders of The Hongkong and Shanghai Hotels, Limited, will be held at The Hongkong Hotel Pedder Street, Hongkong, on Wednesday, the 8th April, 1925, at 2 o'clock noon, for the purpose of receiving a Statement of Accounts and the Report of the Board of Directors for the year ended the 31st December, 1924, confirming the appointment of a Director and re-electing a Director and the Auditors.

The Transfer Books of the Company will be closed from Wednesday, the 1st April, 1925, until Wednesday, the 8th April, 1925, both days inclusive.

By Order of the Board,

J. BARTHOLOMEW,

Acting Secretary.

Hongkong, 20th March, 1925.

OFFICIAL NOTICE.

PROP. SAL TO CHANGE

S-IP'S NAME.

CANADIAN PACIFIC HONGKONG TO ENGLAND.

BY THE
ROUND THE WORLD CRUISE SHIP
R.M.S. "Empress of France"

CALLING AT
Shanghai, Taku, (for Tientsin and Peking), Japan, Honolulu,
Hilo, Victoria and Vancouver, San Francisco, Balboa, Colon,
Havana, and New York, thence to Southampton.

A Wonderful Trip including
THE PANAMA CANAL
Leave Hongkong 2.00 a.m. March 25,
Arrive New York May 23,
Leave New York May 26,
Due Southampton June 2nd.

You may use the "Empress of France" to Vancouver
thence

CANADIAN PACIFIC RAILWAY,
through the

WONDERFUL CANADIAN PACIFIC ROCKIES
Connecting with the Empress of France at New York,
or using

CANADIAN PACIFIC ATLANTIC SERVICE
from Montreal or Quebec.

CANADIAN PACIFIC SERVICE THROUGHOUT
None better.

For fares, reservations and full particulars, apply:

CANADIAN PACIFIC,

Corner Pedder St. and Chater Road, HONGKONG.
Cable address, "GAGANPAC" Hongkong.



TABACQUERIA FILIPINA
LEADING TOBACCONISTS IN THE FAR EAST

HABANA CIGARS

"La Corona"
"Bock y Ca"
"Henry Clay"

MANILA CIGARS

"Alhambra"
"Joan Valjean"
"Compania General"

HOLLAND CIGARS

"Royal Trio"
"B. van der Tak"
"Justus Van Maurik"

JAMAICA CIGARS

"Golofina"
"La Tropical"

BELGIUM CIGARS

"Earnest Tinchant"

"TREASURE OF THE GUELPHS."

Reported Overtures by
King George.

Berlin:—Extraordinary interest is being displayed both in German and foreign art dealer circles in a valuable historical collection, known here as "the Treasure of the Guelphs," somewhat after the fashion of the "Treasure of the Nibelungs." The owner, who is selling, is the present Duke of Cumberland, the father of the ex-reigning Duke of Brunswick, who is husband of the ex-Kaiser's daughter, Princess Victoria Louise.

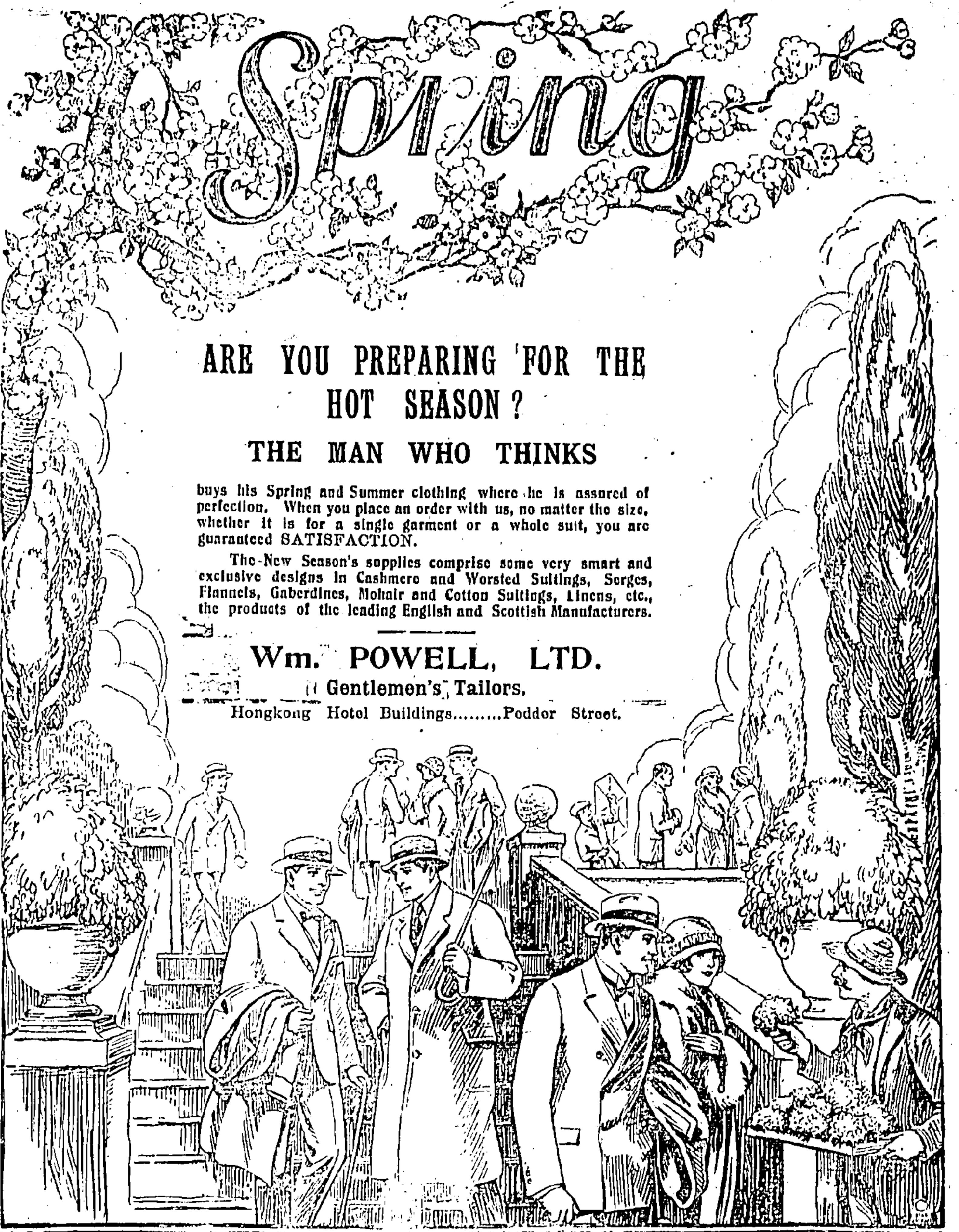
It will be remembered that some time ago there were long negotiations with the Austrian Government concerning collections in the Austrian castle at Gmundon, where the aged Duke now lives. These Austria refused to let pass out of the country. This time not the Austrian, but the Prussian, Government, is in question. In the museum at Hanover is a very fine collection of pictures, including a magnificent Holbein. It is the portrait of the ancestor of the House of Cumberland, and is reported to be worth many thousands, being judged one of Holbein's best.

It is obstinately believed, and constantly stated here that behind the wealthy art dealer negotiating for this picture is the House of Windsor, represented by King George in person. Memoir-readers will recall how the father of the present Duke of Cumberland, when in London in the forties, grumbled at Queen Victoria for wearing jewels which he called "My tiara," proving the unsettled ownership of many of the treasures when one branch of the Hanoverians left Germany for England.

Besides objects which have a very real historic value for members of the British Royal Family, there are some Durer paintings in this Hanoverian, and the fear that these may leave the country, too, is causing an agitation in nationally-minded circles. It is urged that Prussia should follow Austria's good example, and close the frontiers to the would-be exporters of works of art that can never be replaced.

OTTER-SLIDES.

Travellers' tales tell of the otter-slides of North America, and how the otters delight in tobogganing down snow-slopes, so that one will shoot down a slide twenty times in succession with all the gusto of a boy on a toboggan. Something like a slide has been observed sometimes by our English rivers, in the mud of steep banks, and in snow, and now and then an angler has seen an otter, surprised on the banktop, diving and slipping silently down the bank to the water. Even country folk may live all their lives by a river without seeing the otters therein; whence the remark of a country wench on viewing one her brother had shot in their garden: "Lor! to think of such wild beasts about here. Now I shall be a-fear'd to walk out after dark."



ARE YOU PREPARING FOR THE
HOT SEASON?

THE MAN WHO THINKS

buys his Spring and Summer clothing where he is assured of perfection. When you place an order with us, no matter the size, whether it is for a single garment or a whole suit, you are guaranteed SATISFACTION.

The New Season's supplies comprise some very smart and exclusive designs in Cashmere and Worsted Suitings, Serges, Flannels, Gaberdines, Mohair and Cotton Suitings, Linens, etc., the products of the leading English and Scottish Manufacturers.

Wm. POWELL, LTD.

Gentlemen's Tailors.

Hongkong Hotel Buildings.....Pedder Street.

TRAVEL

Steamship Tickets to all parts of the World.
Railway Ticket issued in Chinese, Japanese, Indian, European, American, Canadian and other Lines.
Through Tickets to Europe via United States and Canada.
ALL TICKETS SOLD AT TARIFF RATES.
Independent and Conducted Tours arranged to all parts of the World.
Baggage and Accident Insurance.
Carry American Express Travellers Cheques.

For complete information apply—

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Phone C.4625.

WHY LET THAT COLD TROUBLE YOU?

When you can obtain speedy relief by taking

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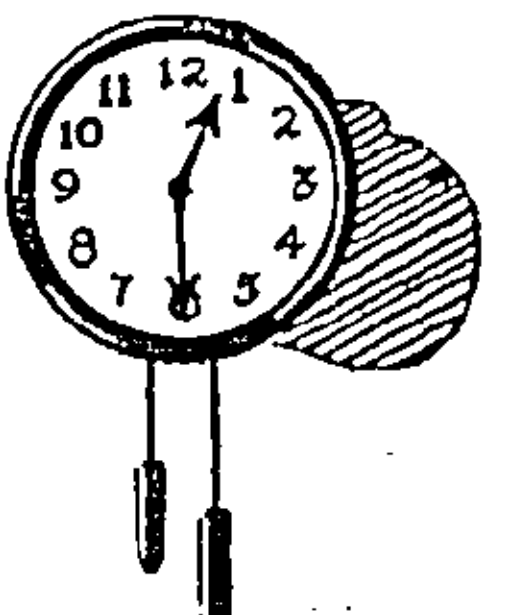
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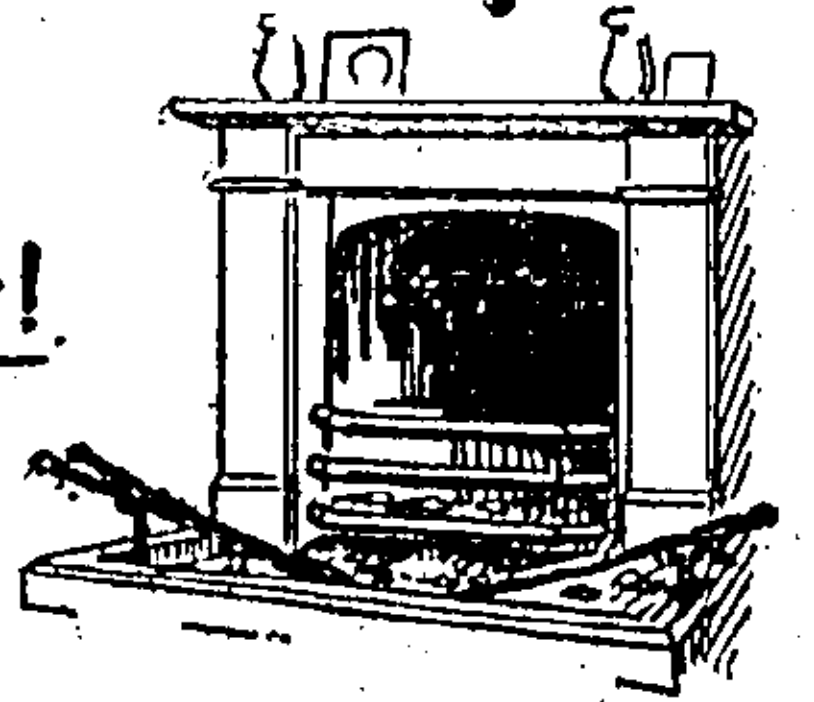
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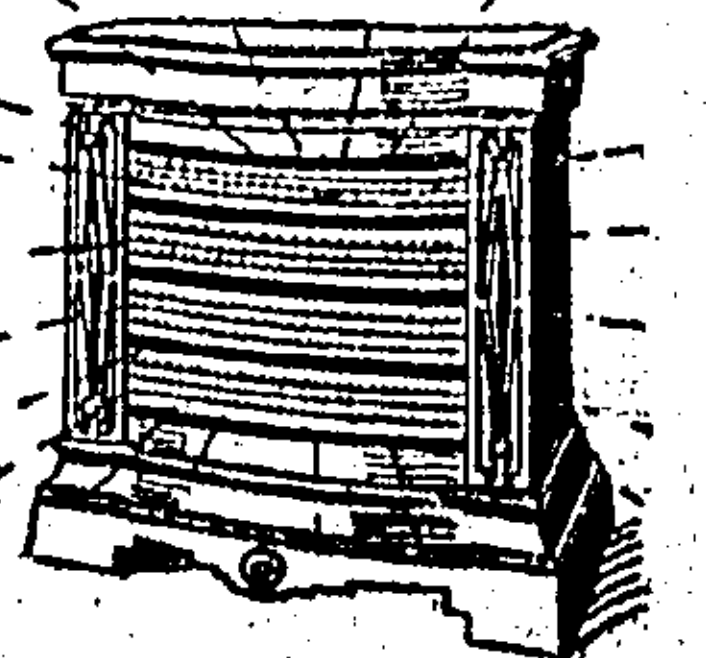
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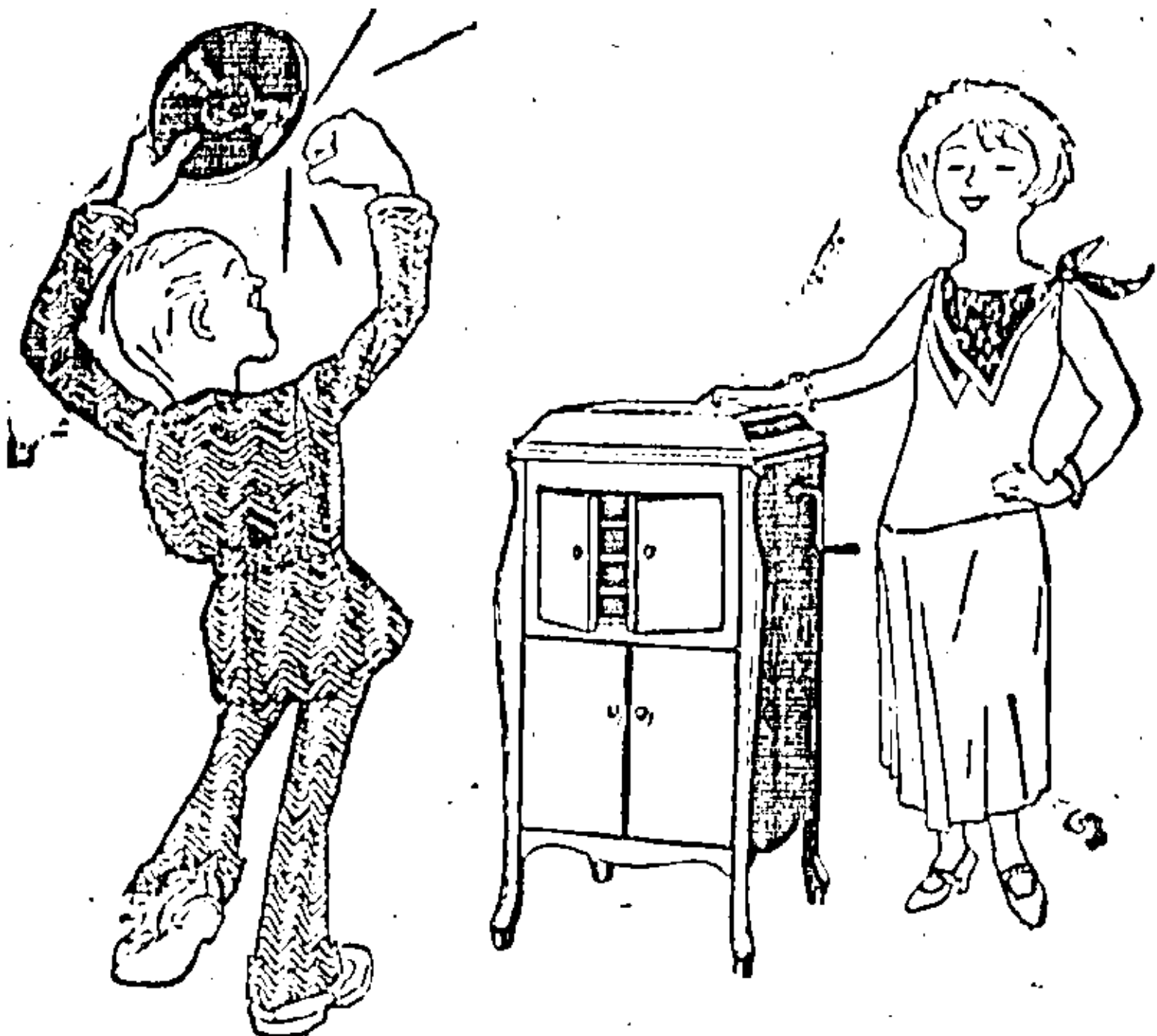


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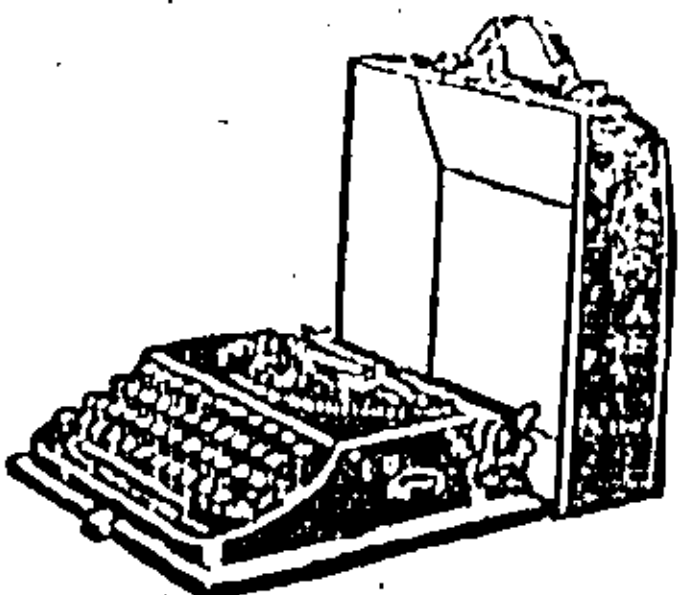


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The Telegraph.

HONGKONG, 21st Mar., 1925.

RESEARCH.

It is interesting to find Mr. Ormsby Gore in Parliament bringing up the question of the Empire's lack of extensive scientific research organisations, those which it has being comparatively recent creations. He refers particularly to the needs of British tropical possessions, and the many years when nothing was done in the way of studying special agricultural problems. This is a matter we have drawn attention to on previous occasions, and when the present Government came into being we suggested that some further steps might be taken to carry out the extensive Colonial development and research programme mentioned in a statement by the then head of the Colonial Office when the Conservatives were last in power, prior to the experiment with a Labour Cabinet. Mr. Ormsby Gore refers to what the Germans had done in the African territory they exploited, and to what the Dutch are doing in Java. Not very far from Hongkong we have the example of the Philippines, whose School of Forestry forms a model for study by all neighbouring regions, and to the extent that the Government of the Federated Malay States—where, perhaps, British tropical agriculture is being most keenly developed—had to borrow the services of a Philippines forestry expert for a few years, in order that he might report on the possibilities of the valuable timber regions of Malaya. However, changes are at length becoming apparent, with the lead, one might say, given some years ago by the West Indies; and within a comparatively short period it should be impossible to speak of what Mr. Ormsby Gore is pleased to call "a crying disgrace" to the Empire.

Only the other day we read a comment by a competent observer, who was of opinion that the British peoples were old in general knowledge, but young in the understanding of the value of close application to more minute problems, or what one might call the armchair part of research. He gave as an example the difficulty in obtaining scientific literature except at

a high price which put it out of the reach of the masses, and thus prevented the wide cultivation of knowledge which other nations were developing many years ago. Yet even in this direction changes are now apparent. Never before have the British public been such extensive readers of books on natural history, and on various scientific phenomena. The American system of Government departments, like museums, publishing cheap treatises on all manner of subjects in the realm of science, is also being adopted to some extent in Britain. No doubt this early fostering of the spirit of enquiry will manifest itself in the next few generations; and, with the added realisation that the world has definitely entered the age of science and research, the present reproach against the Empire should speedily be a thing of the past.

Shameen Thiefs.

It would appear from information which has recently come to hand that the recent series of thefts on the Shameen reflect a situation which is by no means as serious as was suggested in certain reports to which much publicity has been given. The latest indications suggest that one individual was responsible for all the thieving, and that the losses suffered were by no means heavy. What concerns us more than the extent of the robberies, however, is the statement that Chinese offenders handed over to the Canton authorities are not nowadays punished with that severity which was usual in other days. It is stated that in some instances when culprits are so handed over, they are let off free, on some pretext or other, and that even where proof of guilt is strong and conclusive the offenders are not at all severely dealt with. Mild treatment of bad characters never pays, and this is a point which the Canton authorities ought to keep ever in mind. Moreover, leniency to such individuals, when handed over by the Shameen authorities, is likely to be a contributory cause in increasing crime on the island and tends to encourage men of the criminal type to loaf about in the Concession, with a keen eye open to any opportunities in the thriving line which may present themselves. If Canton and the Shameen as well as to enjoy reasonable immunity from criminality, it is essential that there should be the closest possible co-operation between the authorities of the city and the Settlement.

A Tragic Week.

Happily it is seldom that we get a week which records so many terrible calamities as the one now ending. On one day alone (Thursday) the cables told of the disastrous tornado in the United States, with an enormous toll of human lives and great destruction of property; the wiping out of a big city in Peru by floods; the destruction of three thousand buildings by fire in Tokyo; the ontombing of many miners in Virginia; the burning of a big hotel at Palm Beach; and the gutting of Madame Tussaud's famous waxworks exhibition. The loss caused by these untoward happenings, reckoned in terms of money, must be colossal, but of far more serious aspect than that is the heavy loss of life and large amount of suffering which have been caused. When we contemplate such a series of disasters we can count ourselves fortunate that life runs along on its customary smooth way for most of us. In any event, such anxieties as we may have are as nothing compared with the heavy blows which have fallen on those involved in these calamities. High cost of living, a none too healthy climate and all the other drawbacks of life in modern Hongkong—what are these when set against tragic happenings of the kind which have been reported from other parts of the world this week? Thankfulness for present mercies should be our attitude, and that will help us to see things in their true perspective.

"LITTLE HSU" IN THE PUBLIC EYE.

Paris, March 20.
General Hsu has laid a wreath on the tomb of the Unknown Warrior.—Hawes.

DAY BY DAY.

FOR A SMALL PAYMENT A LONG JOURNEY WILL BE UNDERTAKEN; FOR EVERLASTING LIFE MANY WILL SCARCELY ONCE LIFT FOOT FROM THE GROUND.—*Thomas a Kempis.*

"Mixed Grill," by Ashley Sarno, is unavoidably held over. Tenders are being invited for improving and widening road through Quarry Bay village.

His Excellency the Governor has appointed Mr. John Owen Hughes to be a Member of the Licensing Board for a period of three years.

The forthcoming wedding is announced of Mr. Norman McInvoe Currie, to Miss Elizabeth Moffat Ferguson, of No. 7 Quarry Bay.

Amongst the passengers who arrived per P. and O. s.s. Karmala was Mrs. L. E. Hopkins, wife of the Manager of the P. and O. Banking Corporation.

It is proclaimed by order of His Excellency the Governor in Council that Hoikow is a place at which an infectious or contagious disease prevails.

Captain E. W. Morris, D.S.O., Indian Army Service Corps, has assumed command of the Hongkong Mule Corps vice Conductor C. Whitley, Indian Army Service Corps.

A gardener employed at No. 304 The Peak was bitten yesterday by a dog belonging to Dr. S. S. Strahan, and was taken to the Government Civil Hospital for treatment.

There has been added to the list of medical practitioners the name of Dr. To Shu-hing, of 59, Robinson Road. Dr. To is a Bachelor of Medicine and of Surgery of the University of Hongkong.

It is hereby notified that, at the expiration of three months the Far East Trading Company, Limited and the Wing Yuen Tai Kwong Company, Limited, will, unless shown to the contrary, be struck off the register and the Companies will be dissolved.

Part of Kowloon Inland Lot 1282, comprising three houses in Portland Street, and having an area of 2,250 square feet, was offered for sale by Mr. G. P. Lammett yesterday afternoon. Bidding started at \$34,000, but at \$27,000 the property was withdrawn.

As a gang of armed robbers yesterday entered his hut at Chungshawan, a hawkler sounded the alarm on a police whistle, with the result that he was immediately attacked and stabbed in several places. The robbers fled without stealing anything. The man was taken to hospital.

Murray, the Australian hand-cuff king, concludes a four days' engagement at the Queen's Theatre to-night, and those who have not yet watched this clever artist in his amazing Houdini act are advised to see him either at to-day's 5.15 matinee or to night at 9.15 p.m. There is also First National picture entitled "The Beautiful Liar" shown in the same programme.

The story of "Ladies Must Live," the excellent Paramount picture showing at the Star Theatre as the feature attraction for to-day and to-morrow, is too long to be told in this brief space, but the theme deals with the problem how women in all social circles plan to direct the current of their lives, so that they may live according to the current of their individual tastes. The plot has a decidedly dramatic twist and many of the scenes are thrilling to a degree. A notable cast includes Betty Compson as leading woman and Robert Ellis as leading man.

INDIAN SALT TAX.

Dolhi, March 20.
The Council of State, discussing the Finance Bill, carried by 35 to 4 votes an amendment restoring the salt tax to one rupee four annas.
The Bill now returns to the Assembly, where the amendment is likely to be approved.—Hawes.

"THE GONDOLIERS".

LAST NIGHT'S PRODUCTION.

In presenting "The Gondoliers" so soon after the "Yeomen of the Guard," the Hongkong Philharmonic Society has demonstrated its keenness in amateur theatrical work and it is to be congratulated upon the general excellence of last night's performance at the Theatre Royal.

In spite of the inclemency of the weather, a large and enthusiastic audience assembled and gave ample demonstration of the enjoyment derived from this latest enterprise of the Society. On the whole, the performance was most creditable, the chorus and orchestra, under the able direction of Mr. Stanley Collett, being excellent, while Mr. W. G. Wholler shares honours for the thorough manner in which the work was presented. The scenery and costumes left nothing to be desired, and a great deal of hard work must have been put in to obtain such perfection of dressing and staging.

Unfortunately it cannot be said that all the principals gave the support the production deserved. In such an undertaking as this, the voices of the leading characters are or paramount importance, but apparently histrionic ability has been considered the more important factor, judging by last night's performance. The sooner the Society realises this important point, the better for all concerned, because the inclusion of people who can act but not sing is rather a hindrance than otherwise to the progress which such an organisation as a Philharmonic Society should make. We do not wish to be unkind, but criticism must be healthy and instructive if to be of any value at all, and we are sure that every member of the audience who happened to be at all musically inclined must have regretted the inability of those taking the parts of the Grand Inquisitor and the Duke of Plaza-Toro to do justice to the solos they were called upon to sing. Especially in any Gilbert and Sullivan work is vocal ability necessary, and while poor acting can be pardoned, indifferent voices cannot be. Both Mr. Gillingham and Mr. Loys would fill roles in an A.D.C. production with marked ability, but they are not good soloists.

As Gianetta, Mrs. Stanley Collett's sweet soprano voice was heard to advantage, while Mrs. J. Hancock, as Tessa, was excellent. Mrs. N. Mathieson was also in good voice, and Mrs. L. C. F. Bellamy achieved success. Of the male soloists, pride of place must be given to Mr. A. P. Glanville, and it is a pity that he has not been given a role which would give him more solo work. Both Mr. Wholler and Mr. Brock were good, and carried off their respective parts most creditably. Mr. D. M. Richards did justice to his role as Luiz.

Other parts were well taken by Mrs. R. G. Groundwater, Miss G. Brock, Mrs. D. J. Brown, Mrs. J. G. Dick, Mr. H. J. Best, Mr. H. Penny and Mr. J. Hancock, whilst the chorus comprised the following:—

Gondoliers. Contadino, Courtiers.—Messdames Goodall, Haigh, Hollidge, Jofford, Kill, Luok, Lugard, Nicholson, Richards, Rowe, Wholler, Misses Bailey, Ellis, Fraser, Mow Fung, Owen Hughes, Punccheon, Thompson, Vinal, Willmott.

Messrs. Anniss, Barnfather, Bell, Bennett, Captain Bensley, Messrs. Clarke, Fountain Gompertz, Griggs, Holliford, Liold, Henslowe, Messrs Jofford, Nicholson, Saunders, Salter, Shepherd, Thomas, Trafford, West, Mon-at-Arms.—Gunnors Atkinson and Ginty, Heralds; Gunnors Dyer, Jordan, Sandall, Spicer, Pages: Misses Majory Martin, Vera Wheeler, Drummer Boy; Miss Vera Jofford.

A word of praise must be penned regarding the excellence of the orchestral work, and a tribute paid to all responsible for the production, including Mr. Neil Mathieson (assistant stage manager), Messrs. Derrick and Coles (stage lighting) and Mr. T. Hollidge (property master).

Several encores were given, but the practice of granting them is rather upsetting to the continuity of the play, and it would be better if few recalls were given.

However, as stated above, the production on the whole is worthy of great praise, and if the matter of vocalists rather than actors be considered in future efforts, Hongkong will have every reason to be proud of its Philharmonic Society.

PIANO RECITAL.

FELIX DYOK'S BIG SUCCESS.

An altogether delightful experience was vouchsafed those who gathered at the City Hall last evening to hear the pianoforte recital arranged by Felix Dyok, who came to the Colony with a considerable reputation, which he upheld to the fullest degree. Indeed, general expectations were exceeded, and it can be said with truth that the recitalist is one of the very finest exponents of piano music who has ever visited the Colony.

It was a programme noteworthy alike for variety and a high degree of merit which was presented, and the audience, though not large, was most appreciative of the talent displayed. From the very start, in Schumann's Carnival (Op. 9), the pianist revealed amazing technique and remarkable versatility, executing this lengthy work with much skill and interpretative ability. A studious musician, playing with not the least affectation, he soon captured the attention of the audience and was loudly applauded for this fine number. Then came a group of Chopin pieces, comprising two old favourites (Nocturn in F. Sharp and the Polonaise in A. Flat), which were brilliantly rendered, and three Scottish Dances, in which the artist's skill was fully demonstrated.

The second part of the programme was of a lighter order, and it was here that the pianist's delicacy of touch and technical brilliance were brought into prominence. He showed himself possessed of a keen insight into modern compositions by his charming interpretations of "The Maiden with the Flaxen Hair" (Debussy), Macdowell's "Witches' Dance" and Cyril Scott's "Lotusland," some wonderful tonal effects being brought out in the last-named. Moszkowski's "Sparks" was also strikingly played, after which came Liszt's popular "Liebestraum" and the "Rigoletto Fantasy," both of which were finely handled. A double encore was demanded at the conclusion of these items, and the pianist's rendering of Liszt's "Lover's Rhapsody" will long be remembered: it was a splendid piece of artistic work. Altogether the evening was deeply satisfying, and those who were absent missed a real musical treat.

INTERESTING VISITOR.

"GRENFELL OF LABRADOR."

An interesting visitor to the Colony is Dr. W. T. Grenfell M.D., C.M.G.—"Grenfell of Labrador" as he is popularly called.

Dr. Grenfell was educated at Marlborough, Oxford and the London Hospital, where he was house surgeon to the late Sir Frederick Treves. At Oxford he played Rugby football for the University.

Dr. Grenfell fitted out the first hospital ship for the North Sea fisheries and cruised with the fishermen from the Bay of Biscay to Iceland. He went to Labrador in 1892, where he built four hospitals, a series of co-operative stores, an orphanage and a school, and started numerous small industrial schemes. In 1912 he opened in St. John's, Newfoundland, the King George the Fifth Seamen's Institute, the money for which he had raised during the previous ten years.

Dr. Grenfell is well known as a writer. His best known books are "Adrift on a Pack of Ice," "The Autobiography of a Labrador Doctor," "Tales of Labrador, and Labrador Days." He has written many articles and monographs on deep sea fisheries, fishermen, and work among them.

With the consent of the Bishop of Victoria, Dr. Grenfell will speak at the Cathedral on Sunday morning at 11 a.m. and at St. Andrew's Kowloon, at 6 p.m.

SIR HENRY POLLOCK.

TO ACT AS ATTORNEY GENERAL.

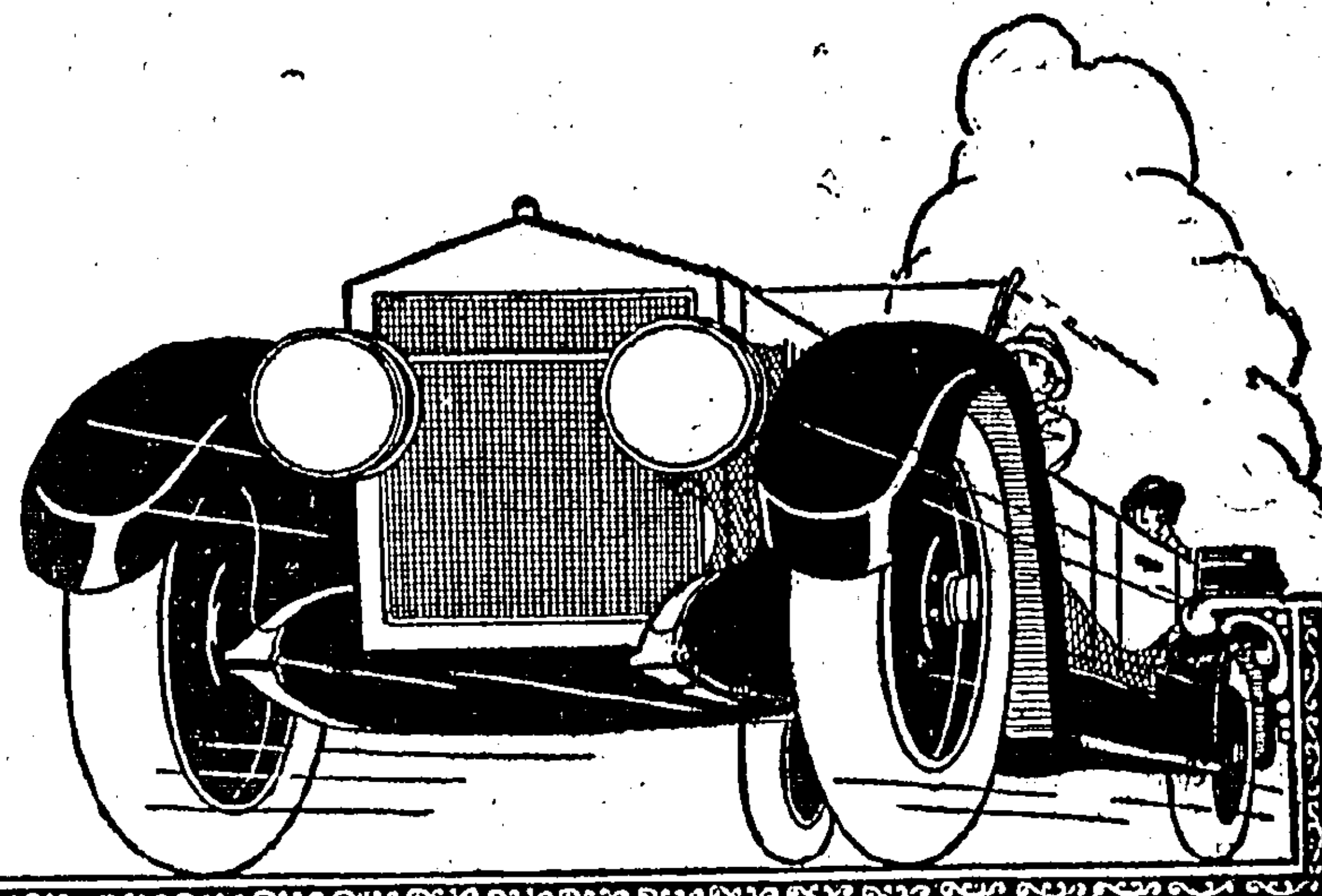
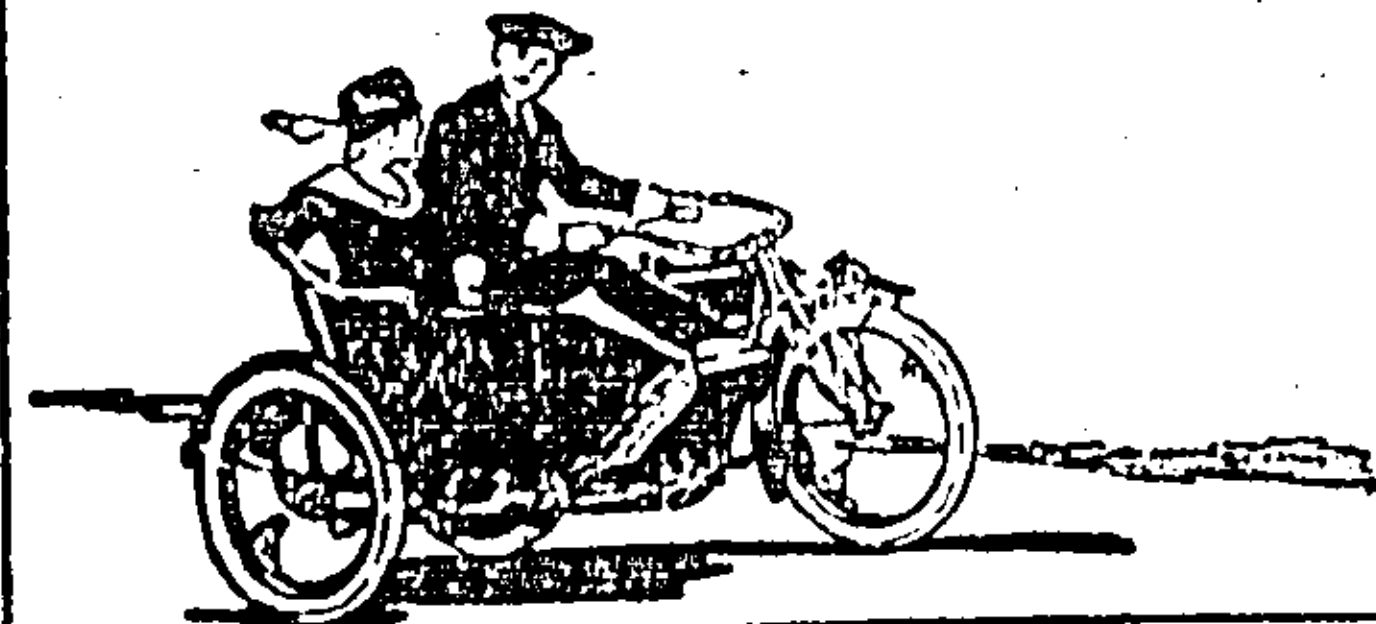
It is notified in the Gazette that H. E. the Governor has appointed the Hon. Sir Henry Pollock, K.C., to act as Attorney General during the absence on leave of the Hon. Mr. J. H. Kemp, K. C. An election by Justices of the Peace to elect a member to serve on the Legislative Council in place of Sir Henry Pollock is to be held on the 30th instant.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 21st March, 1925.

(Being the Official Organ of the Hongkong Automobile Association).



LOCAL MOTOR NOTES & NEWS

An enthusiastic overseas motorist passing through Hong-kong last week, accompanied the writer of these notes on a motor run round the island. When asked what his impressions were afterwards, the visitor expressed surprise at the speed which most cars take blind corners. "I've driven some thousand of miles in the British Isles during the last fifteen years," he said, "and until this afternoon thought myself quite immune from the quails which usually afflict inexperienced motorists, but I should think twice before I took a corner on a cliff road at twenty five miles per hour when I had to chance a clear road on the other side, especially when there was a drop into the sea of probably one hundred feet on my left." Suppose it's a case of familiarity breeding contempt," he added.

It was pointed out that accidents rarely occur, but the reply to that assertion was that luck rather than good judgement was the reason. There certainly are some drivers who pay but little heed to safety, and one occasionally marvels that some of these people do not come to grief as a result. That they do recognise that they are rendering themselves liable to prosecution is demonstrated when one of the Traffic Department's sidecar outfits happens to appear ahead of them. It is to be presumed that the representative of the law travels at lawful speed, and the "speedster" knows this and consequently slows down to a like pace, which means that he has to curb his speed mania until the traffic man either takes another route, or slows down himself and signals the car behind him to pass. Once out of sight of the uniformed warning, the speedster grins and "lets her out again."

We seriously doubt whether our present traffic control staff is sufficiently large to cope with the demand for efficient highway supervision. With the many more miles of roads suitable for motor- ing being opened up, it would appear to be imperative that the traffic staff be increased accordingly. Our visitor referred to elsewhere in these notes remarked upon the absence of police, and asked if there were any "traps." While this particular method of bringing road hogs to book is perhaps not to be advised, we do think that a steady influence would be brought about if occasionally traffic officers patrolled certain districts in plain clothes.

There used to be a certain amount of humour caused by ridiculing the heavy tramp of the policeman doing night duty on his beat, it rightly being contended that law breakers were warned of his presence in the vicinity, and therefore easily evaded his unwelcome attention. So it is with the uniformed traffic officer. He is easily recognised at some considerable distance, with the result that he returns to the station and reports that there are no naughty motorists in Hongkong.

The popularity which is being achieved by small cars in Hong-kong, especially the excellent little "Austin," draws attention to the absence the world over of miniature motor cars of Ameri-

can manufacture. Why makers in the States have refrained from competing in this field is rather a difficult question to answer, because there is such a universal demand for light and reliable cars for people of limited means. Possibly it can be explained by the fact that the easy payment system, which is so much taken advantage of in America, makes it possible for the prospective owner to obtain a full sized machine for a merely nominal outlay, followed up by small monthly instalments. That may be all very well in its way, but it does not supply the demand of those to whom the novelty of a really small two-seater appeals.

There are signs, however, that before long American automobile manufacturers will turn their attention in the direction of the small and low priced vehicle. It is said that a new light four-cylinder auto is ready for the market, but so far the makers have kept their new product secret, not even having decided upon a name yet.

A utility car, which is rapidly becoming very popular in England and elsewhere, is the solid tyred Trojan, built by the makers of the famous Leyland commercial vehicles. One local concern put one of these in Hong-kong some time ago, and has evidently been sufficiently impressed to purchase several others.

In the Trojan the engine, rated at 10 h.p., has four cylinders cast in one piece and coupled in pairs so that there are only two combustion spaces. The engine is of the two-stroke type, so that no valve gear is required. The drive is through an epicyclic gear box and thence by duplex chain to a solid back axle. The springing system is unusually efficient and consequently good riding comfort is secured, even the tyres are solid. The price of the complete car in the Home market is £148.0.0, and it has now been in use long enough to prove quite definitely that it is an absolutely practical proposition.

Mr. H. E. Goldsmith, our capable executive engineer of roads, has lately returned from Home leave, during which he went into the latest methods of road making both in Great Britain and the United States. It would appear that his vacation was something in the nature of the proverbial "bus-man's" for as a result of his study and investigations, various new machinery and the latest road-making plant has been obtained for Hongkong.

The "results" of Mr. Goldsmith's work are just arriving here, and residents will no doubt be rather startled to see some weird and wonderful machines at work on our highways and byways. One machine is especially interesting and ingenious. It consists of a plan for mixing material and is drawn along by a tractor of the same type as the ordinary farm tractor. On arrival at the scene of operation, the machine is unhooked, a belt connected from the tractor, and road surfacing is turned out like candy we used to watch being made in shop windows at home.

We should imagine this a most efficient method of surfacing roads and it should solve the problem which has existed in Hongkong of conveying the material to the road in time to get it laid before it has started to set.

The proprietors of "Shell" motor spirit announce that they are placing a motor lubricating oil on the market. It will be known under the same famous trade name. We understand that this particular oil has met with a wide popularity in the British Isles and other parts of the world where it has been introduced. An attractive and informative booklet has been published which serves as a guide to correct lubrication, and the local office of the A.P.C. will gladly send a copy to those making application.

Whilst on the subject of lubrication, it is opportune to remind car owners that correct lubrication really is a vital factor to satisfactory running and maintenance. Without doubt, many owners locally do not take the interest in their motor car that the owner at Home does. This is probably on account of the habit of leaving every thing to the chauffeur, who may, or more probably may not, take the trouble to make a study of what is best for the car he is merely paid to drive. The leading oil companies to-day will gladly give advice which is the result of the most careful experimenting, and it is unquestionably to the interest of every owner to take such advice. Well known and reliable lubricants and spirits are regularly advertised, and it should be remembered that the claims made by reputable firms who welcome the highlight of publicity, are put forward simply because they can be honestly substantiated.

Mr. Frank B. Amos, the export representative of Messrs Dodge Brothers of Detroit, called at our office yesterday on his way back to the United States. Mr. Amos stated that there is a noticeable improvement in trade generally throughout the East since he visited us last in November 1924. Regarding the famous automobile he represents, he stated that from Hongkong to Bombay dealers had sold out their stocks and were looking orders against future deliveries. Especially in India, was the improvement in trade noticeable, and the exchange value of the rupee is today proportionately higher than sterling.

The rubber industry in the F. M. S. is becoming more prosperous, and Mr. Amos attributed that in no small measure to the big demand created by the tyre manufacturers in the States, about 80% of the raw rubber being purchased by American interests.

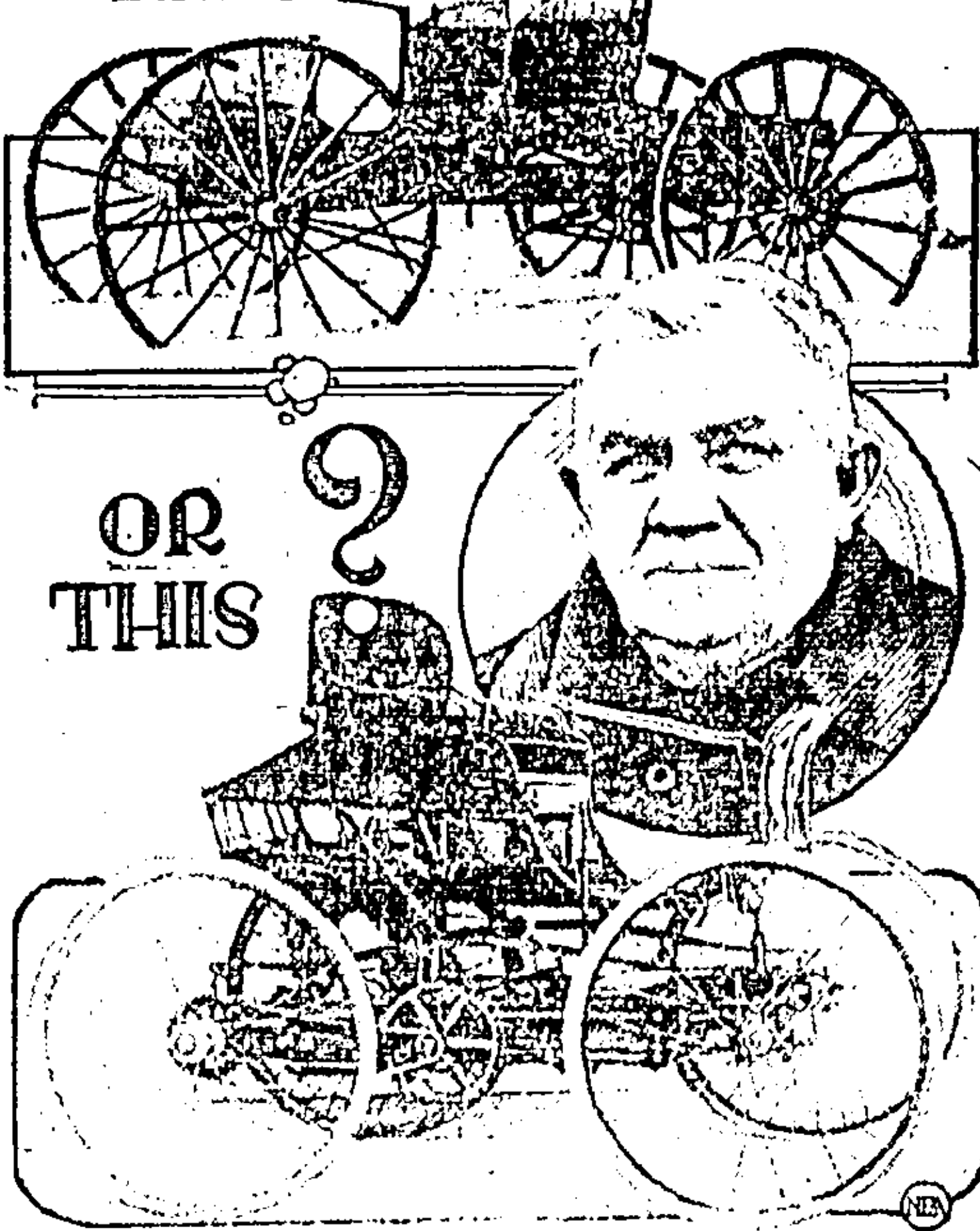
A. A. ROAD COMMUNICATIONS.

LATEST INNOVATION.

The Automobile Association has extended its method of obtaining, on behalf of motorists, prompt information concerning road conditions likely to cause obstructions or danger. The patrols in charge of fifty of the A.A. roadside telephone boxes collect, by telephone, from patrols at other roadside telephone boxes within a certain radius, the latest reports regarding conditions likely to embarrass or hinder A.A. motorists during their journeys.

The information received at the central, or pivotal, telephone box

WHICH WAS FIRST THIS



THE FIRST AUTO—THAT OF MARSHALL MCCLUER IN THE UPPER PHOTO, OR THAT OF ULWOOD HAYNES, LOWER PHOTO. PHOTO OF MARSHALL MCCLUER INSET.

Standing auspiciously on display in a hall of the Smithsonian Institution at Washington is what is generally believed to be America's first automobile—invention of Elwood Haynes.

Tucked away among broken crates and other discarded articles, in a small warehouse shed in Spring Lake, stands what residents of that town declare is America's first automobile—invention of Marshall McCluer.

Obscure, unknown beyond the town's boundaries, Marshall McCluer, 66-year-old retired boat captain, sits in his cottage by the shore of Silver Lake and recalls the occasion of his "invention." He harks back to 1891—and the old timers in the town confirm the date—two years before Elwood Haynes started the world with his "horseless carriage."

"I built that machine in 1891," he repeats, "and if there was one built before that, I never heard of it."

TOOK TWO MONTHS. Marshall was mechanically inclined in his youth. And his father, James, was a machinist by trade. When a man from Grand Rapids brought a gasoline to Spring Lake, young Marshall decided to give his townsfolk a treat.

worked them out. After less than two months I was ready. "I took it out and it speeded down main street. It gave me a great thrill. The people weren't started much because they were used to seeing me do most everything. I kept running it around town for a few days and then I had to return to my work in Louisiana."

NONE INTERESTED. The machine looks like a buggy, with the addition of a bicycle chain drive, a place for a small motor and a gasoline tank in front. McCluer had difficulty interesting others in his idea, he says. "I was the laughing stock with many people and I presume this discouraged me from proceeding with the invention. They told me I had more money than brains. The president of the mill where I worked also laughed at my idea."

"So I went back to the mill and forgot the horseless carriage. Father shipped the engine back to Grand Rapids and I traded the machine to him for a riding cart."

The machine now is being held by Aloys Bilz, veteran hardware merchant of Spring Lake. He got it when he was named administrator of James McCluer's estate. He intends to return it to Marshall McCluer.

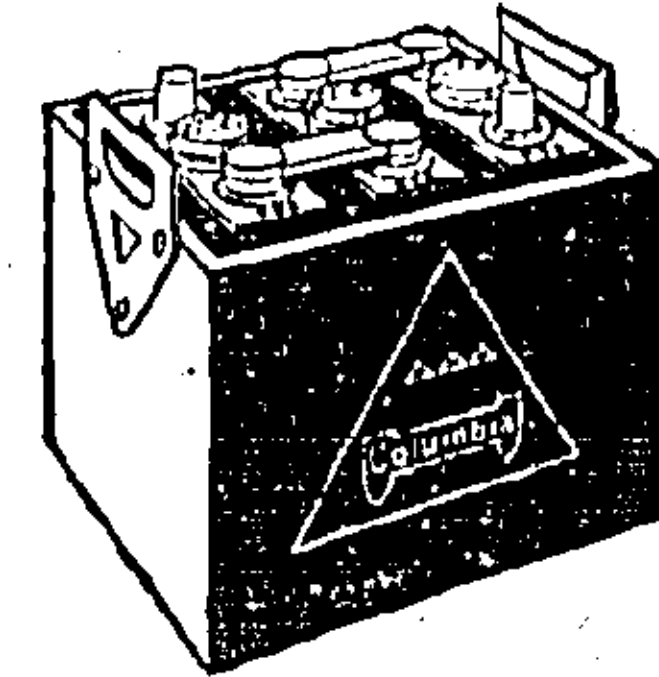
is distributed to all patrols working in that district, so that in the case of floods, land-slides, fallen trees, or roads under repair for their full width, A.A. members can be warned accordingly.

FIRE ENGINES AND AMBULANCES.

LATEST DEVELOPMENT.

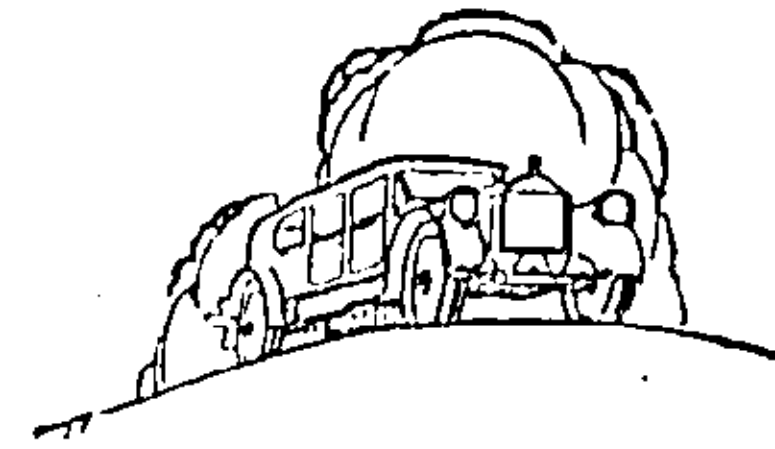
In the same general category as commercial vehicles come machines applied to the work of saving life or property; that is to say, fire engines and ambulances. As regards fire engines, the most noteworthy recent improvement is in respect of pumps. Messrs. Dennis, who have engines in use all over the world, have produced a type of pump which, without any sacrifice of efficiency, is far lighter than the

Columbia Storage Battery

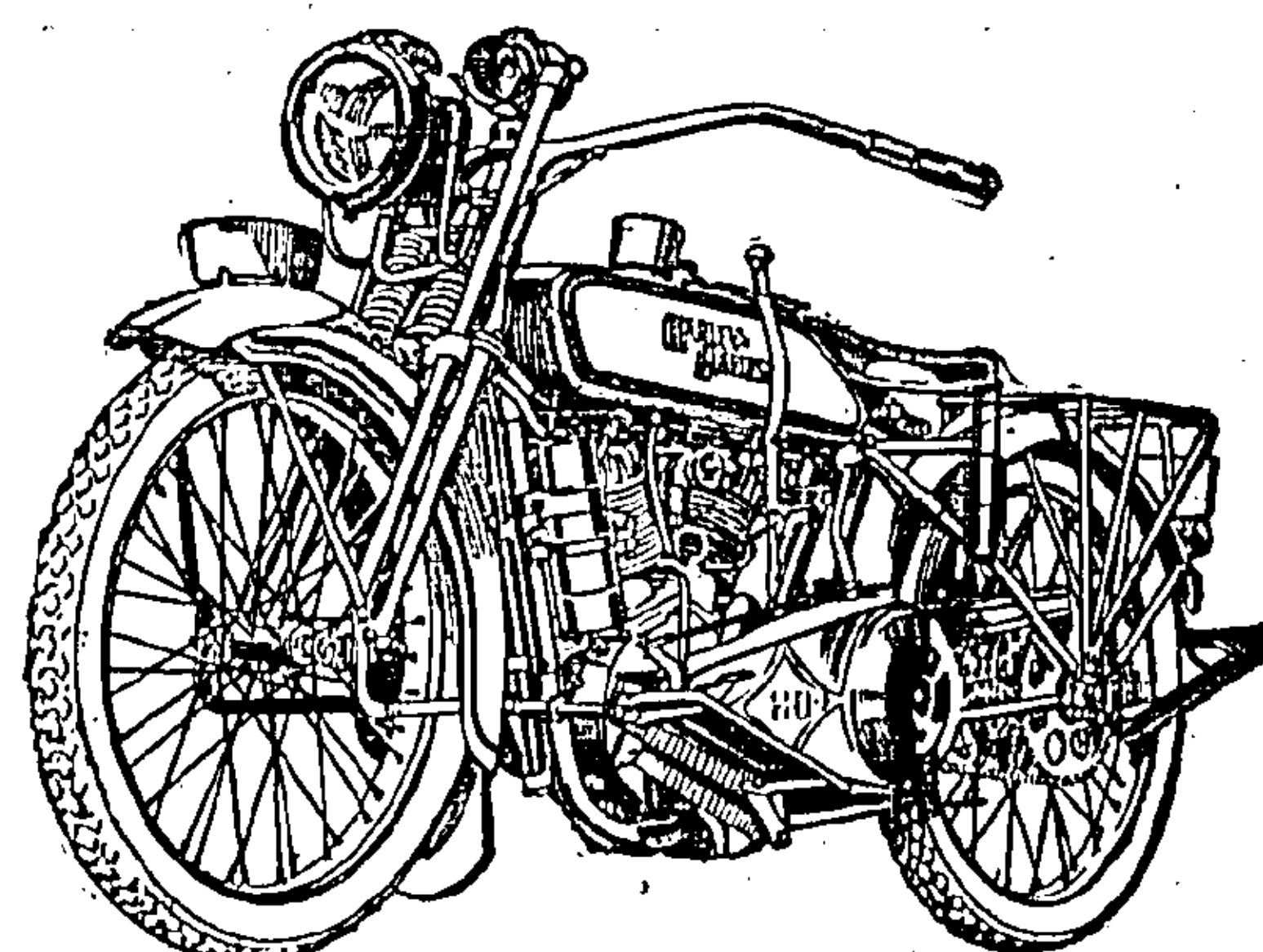


INSTANT response—quick starts, bright lights, dependable ignition—all are assured with a COLUMBIA Storage Battery. Our stock is complete; let us show you the proper size for your car.

THE DRAGON MOTOR CAR
COMPANY, LTD.



Harley Davidson



1924 MODELS IN STOCK FOR
IMMEDIATE DELIVERY.

SHEWAN TOMES & CO.

Sole Agents, Tel. C. 781.

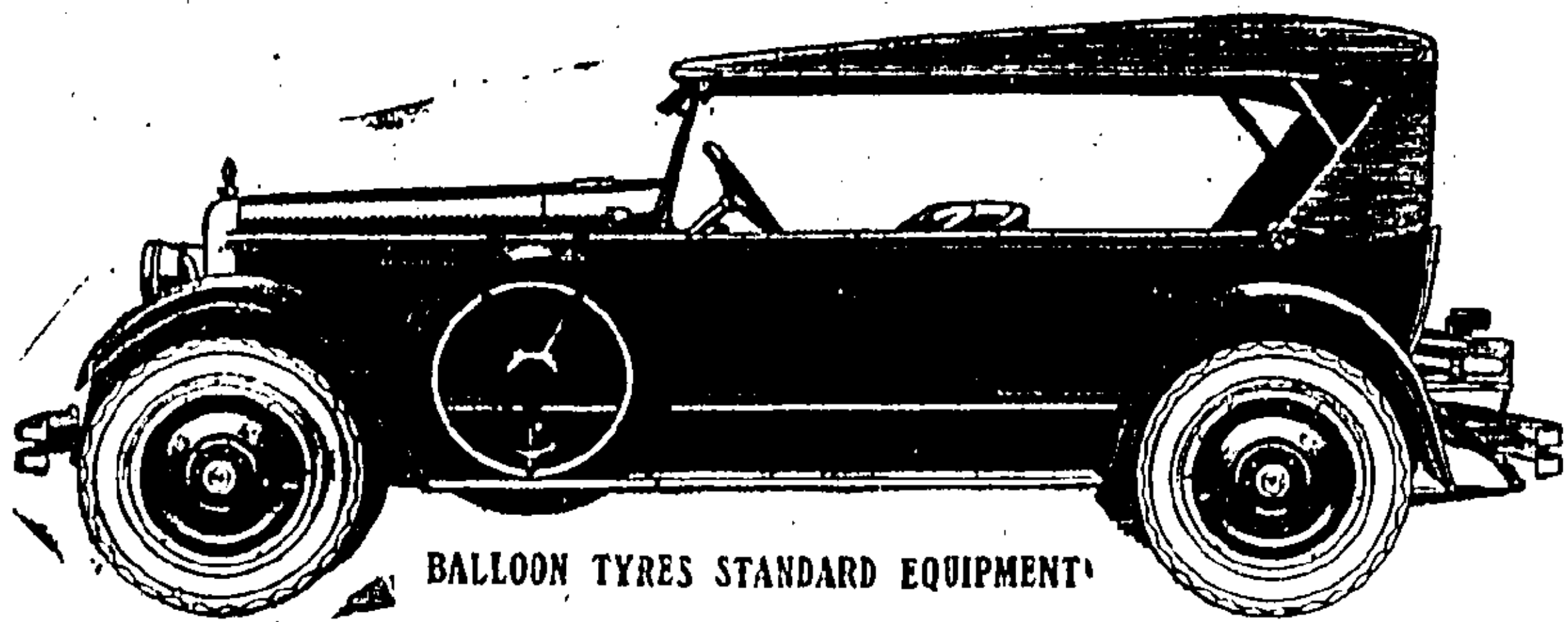
old model. Any decrease of dead weight on a machine which, like a fire engine, may be obliged in emergency to traverse soft ground, is, of course, of considerable importance.

For some little time after the war, requirements in respect of ambulances were filled mainly by surplus machines returned from the front. More recently, ambulances specially designed and equipped as such, have been produced by certain car manufacturers. Messrs. Clement Talbot have specialised particularly in this direction with what is known as the Talbot "Huddart" type of ambulance. This is mounted on the well-known 25/50 h.p. chassis. The interior roof and walls are smooth surfaced with rounded corners. Two stretchers are carried on metal frames supported on roller wheels. When the

stretchers are removed, these frames accommodate comfortable seat cushions with detachable back rests. Thus the vehicle can be used either for two stretcher cases, one stretcher and five sitting cases, or ten sitting cases. The temperature is controlled by a valve which regulates the flow of exhaust gas from the engine through a pipe running round the floor and under the seat. Of the 104 vehicles now being operated by the Metropolitan Asylums Board of London, no less than seventy-six are of Talbot manufacture.

FEWER HEADLIGHTS.

A new list of approved headlights for California automobiles means the death of 161 devices now in use. The new list of headlights, minus the 161, goes into effect on Jan. 1.



BALLOON TYRES STANDARD EQUIPMENT



A New Standard for Motor Cars

THE new Paige models have created new standards in motor car classes.

In appraising the Paige value do not consider the price until you have matched this car, unit by unit with any other motor car, no matter what the cost. Then, and only then, consider the price and you will readily see that Paige has created a new value in motor cars that disturbs all previous standards of class consideration.

Here is a motor car built on strikingly beautiful lines, from the tip of the radiator to the rear of the chassis. A car that is upholstered in bright, finished, heavy grained leather. A full seven-seater with a 131-inch wheelbase and five-foot spring suspension. A chassis constructed of 6½-inch "I" beam steel, rigid and rugged. An engine so free from vibration and so silent that a pencil can be balanced on the top of the radiator cap.

PAIGE SPECIFICATIONS:

Engine—6 cylinder—3¼ x 5; high pressure oiling to main and connecting rod bearings; silent front end timing chain, aluminium crankcase; 131-inch wheelbase; Paige-Timken axles; 6½-inch frame; springs of special high carbon steel, 40 inches in front; 61¼ inches in rear; snubbers, front and rear; petrol gauge and eight-day clock on dash; instruments assembled under glass.

Spare cord tyre, tube and protector; bumpers, front and rear; nickel-plated radiator and motometer; automatic windscreen wiper; rear view mirror; sun visor; folding luggage carrier; trunk rails; rear stop signal.

The Dragon Motor Car Co., Ltd.

Telephone Central 1246 or 1247.

33, Wong Nei Chung Road - - - - - Happy Valley.

PAIGE

A LONG TIME INVESTMENT

Dodge Brothers Motor Cars give satisfactory, reliable service over a far greater number of miles than is commonly expected of an automobile.

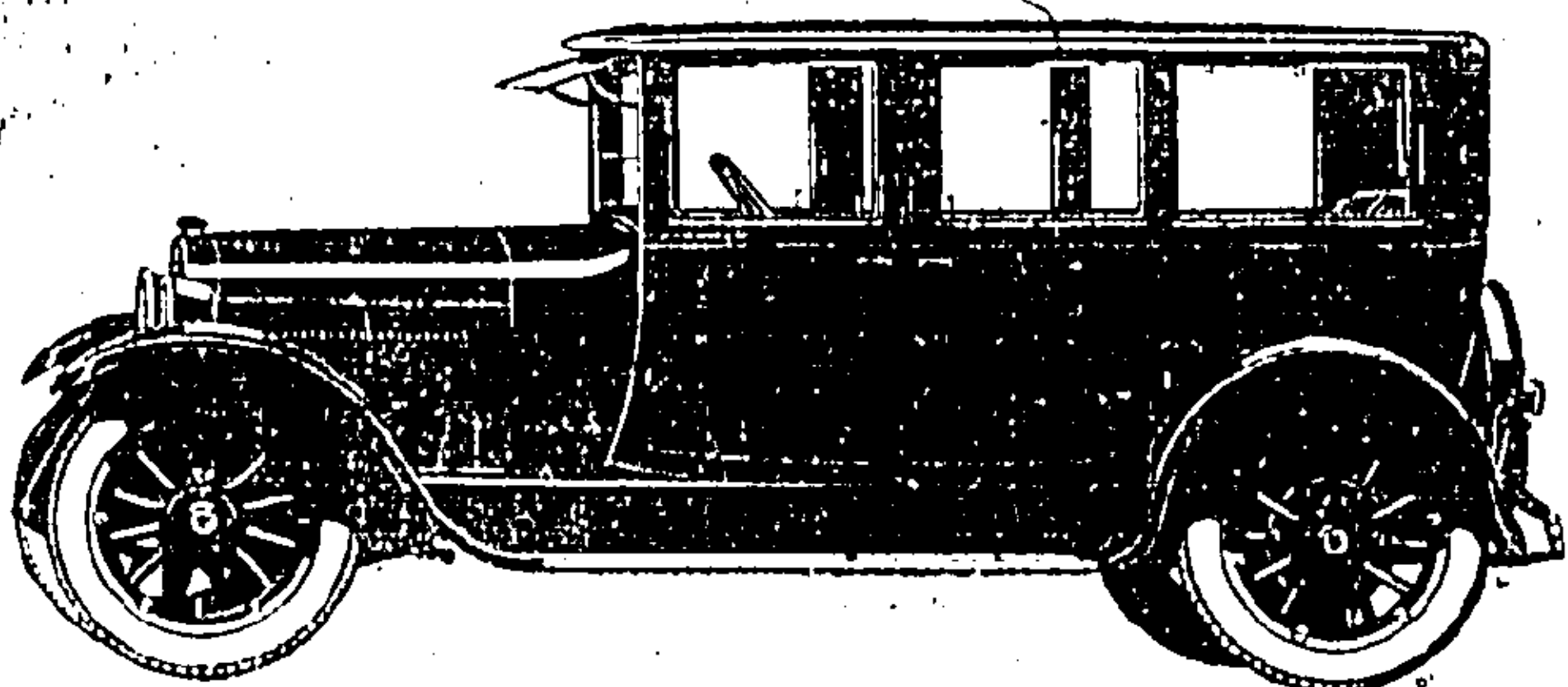
Fine materials, rigid inspection and constant care in assembling, all contribute their share in making Dodge Brothers Motor Car yield the utmost in value.

It is this unusual standard of manufacture which guarantees to the owner a long time investment and long time satisfaction.

DODGE BROTHERS

THE DRAGON MOTOR CAR CO., LTD.

Happy Valley - - - - - Hongkong.



MOTOR NOTES FROM GREAT BRITAIN.

Progress in Trackless Trolley Cars.

(Specially Contributed to the "Hongkong Telegraph.")

As my most recent contributions dealt with the exhibits at the Olympia Car and Cycle Shows of 1924, it is proposed at the moment to consider principally the two sections that had no big exhibitions in that year; namely, the marine motor and the commercial motor vehicle.

As regards marine motors and motor boating, the very satisfactory signs of improved trade that have recently been observable are due in a large measure to the standardisation of four-cylinder engines of moderate power, a development of which the Allee Craig Motor Company were the pioneers. This firm have now added a small six-cylinder model to their range. This is known as the Allee Craig "Kid Six" and is of 16/20 h.p. It embodies the overhead valves and valve gear and all the other features of the four-cylinder engine of the same make. The heavier type of engine built by the same firm is also doing admirably. This is the 20/24 h.p. model standardised by the Thames Conservancy, whose example has recently been followed by the Railway Administration of the Sudan. In their case, the engine is fitted in a steel launch 28 feet long.

The practice of constructing boats of steel rather than of wood is certainly increasing, the advantages being more than ordinarily apparent in hot countries, though quite considerable even in moderate climates. The Seamless Steel Boat Company, of Wakefield, find the demand for their ships' lifeboats very brisk. The disadvantages of steel boats in this connection have been overcome. These were all connected with corrosion due to one cause or another, and now all these causes have been effectively eliminated, provided only that the boats are painted inside and out at regular intervals. As regards strength and freedom from ill-effects of heat, the seamless steel system of construction is obviously the most perfect.

The commercial utility of the hydroplane has now been definitely established, and these high speed craft are being adopted for a variety of useful purposes in many parts of the world. Thus, for instance, Messrs. Thornycroft have supplied several to the Customs Authorities of Spain for dealing with smuggling. The Suez Canal Company use two of the same make for inspection service and as pilot boats. The Fishery Board of Scotland employ two for the prevention of illegal trawling. Messrs. Thornycroft have also sent out similar vessels for service in such varied districts as South America, Cuba, Greece, Sweden, and France.

COMMERCIAL VEHICLES.
Turning to commercial motor vehicles, the variety available to the prospective purchaser is well shown by an analysis recently issued by "Motor Transport." This revealed the fact that there are on the British market 300 petrol-driven models, 55 steam wagons, 20 steam tractors, 40 electric vehicles and 35 fire engines. These figures may seem excessive, which is accounted for particularly by the fact that models often differ from one another only in one or two respects. For example, two models of equal power, built for passengers and goods work respectively, may be identical except for the length of the frame and the springs.

Not very many new models of ordinary four-wheeled vehicles of normal design have been recently introduced. Among the most interesting is the new 4-ton Dennis, an improvement on the old 3½ ton model, of which some seven thousand went into military service during the war. The frame of the new model is deeper and the radiator gives increased cooling capacity. Front and rear wheels are of the same diameter and the chassis has a somewhat lower loading platform without undesirable sacrifice of ground clearance. The springs are longer, and bouncing on rough surfaces is prevented by the fitting of auxiliary volute springs. The engine develops about 50 h.p.

Meanwhile, developments have been very considerable in types of vehicle which a little time ago would have been regarded as abnormal.

SIX-WHEELERS.

The position of the flexible six-wheeler is now absolutely

assured. For example, the big petrol distributing company, Messrs. Shell-Mex Ltd., have over fifty Scammell six-wheelers in service. The type is equally popular among general hauliers. Such firms as Pickford's, McNamara, and Coventon's have big fleets of 12-ton Scammells. Engineers use the same type for transporting heavy machinery, taking loads weighing as much as twenty-five tons.

Recently the principle of the flexible six-wheeler has been applied in conjunction with the British F. W. D. lorries, built at Slough. The principal feature of this make is, as its initials indicate, the four-wheel drive, which means that every ounce of the weight of the vehicle assists in securing adhesion of the wheels. The importance of ample adhesion when one is dealing with big loads, such as six-wheelers are required to carry, needs no emphasis.

TRACKLESS TROLLEY CARS.

Great progress has been made recently in the construction and use of trackless trolley cars in place of ordinary trams. Various towns in Great Britain are steadily deserting the tramway system in favour of this more flexible type of vehicle, and at least one that previously depended upon trams has now abandoned them altogether. One of the latest and most improved designs of trolley bus is that introduced by Messrs. Ransomes, Sims & Jefferies, of Ipswich.

It is of the single motor type and of very simple design throughout. The back axle is worm-driven. The chassis can be had fitted either with a tramcar type of controller or with a special controller combining hand and foot movements corresponding to those required for operating the clutch and gears of a petrol vehicle.

FOR CROSS-COUNTRY WORK.

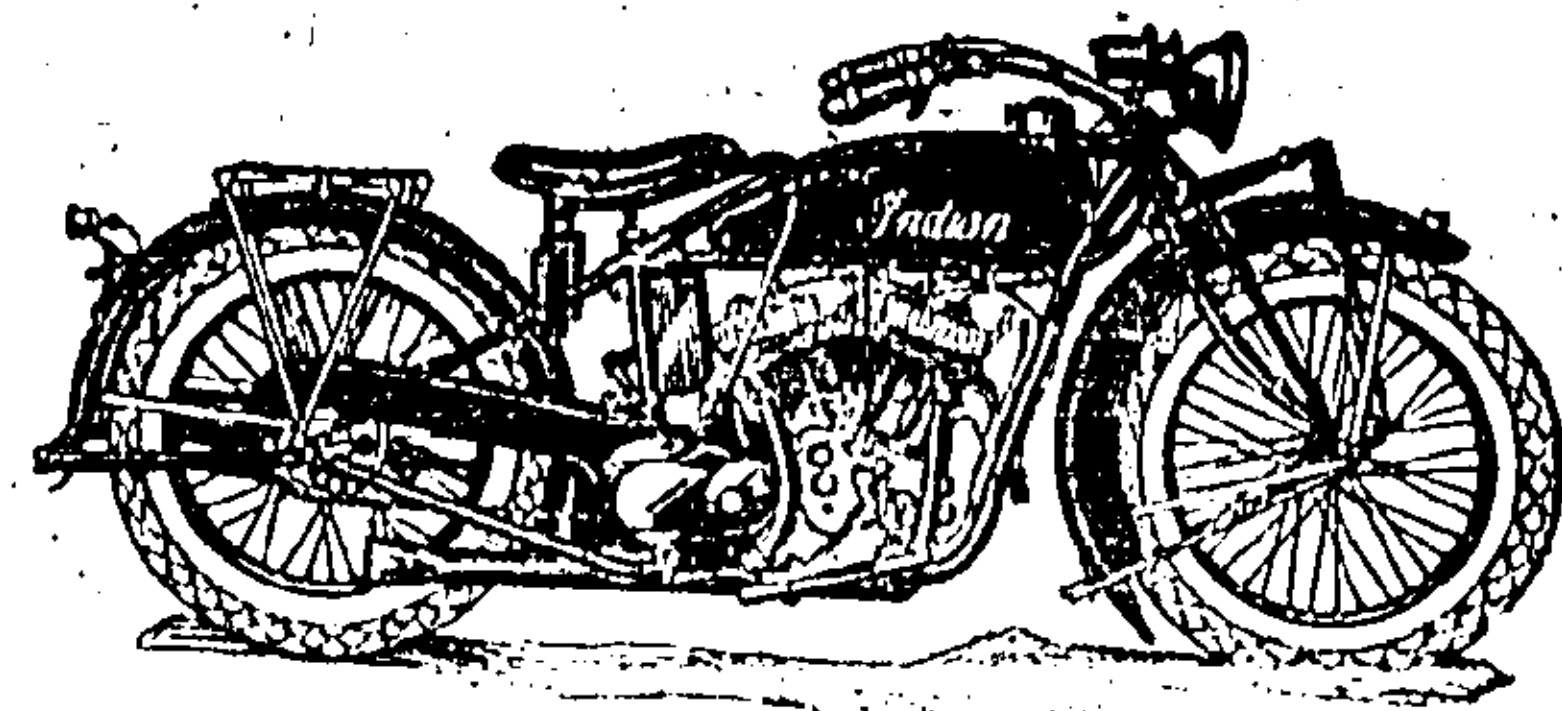
The substitution of chain tracks for wheels—particularly driving wheels—in motor vehicles is no longer associated merely with the production of fighting machines. What are known as "roadless" vehicles are now available in several types. One of the latest in the "Super-Sentinel" roadless tractor, which is certainly capable of dragging a load under conditions which would prove fatal almost immediately to any ordinary vehicle or tractor. The tractor alone can successfully climb gradients as one in one, and for use wherever rough cross-country work has to be done.

popularity is assured. The difficulties originally experienced in respect of the track have been overcome. This now provides lateral flexibility and also vertical flexibility. The tractor accommodates itself to uneven ground or the camber of the road, and the lateral flexibility gives ease of steering through the ordinary front wheels and steering gear.

GIANT PNEUMATICS.

The use of pneumatic tyres on motor vans and on public service vehicles is increasing steadily, and it is found that, when tyres of suitable dimensions are fitted, their life is much greater than would have been expected, and consequently anticipations that tyre costs would be high have fortunately proved incorrect. Thus, for example, on a "C" type Karrier saloon bus operating largely on bad and hilly roads in the North of England and covering well over 40,000 miles in a year, the first puncture occurred when the bus had run over 18,000 miles and the next at 27,000. These results are equally creditable to the tyres and to the chassis. The Karrier vehicles have to their credit a very large number of wonderful mileage records. For example, a thirty-seated bus of this make, working in Yorkshire, has completed upwards of 130,000 miles without an overhaul or any serious breakdown.

INDIAN CHIEF 61.



MASTER OF THE ROAD.
SOLO OR COMBINATION.

Stock Carried.

ALEX. ROSS & Co., (China) Ltd.

Bank of China Building,
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THE LONGEST MILEAGE TYRE IN THE WORLD.

DUNLOP

CORDS.

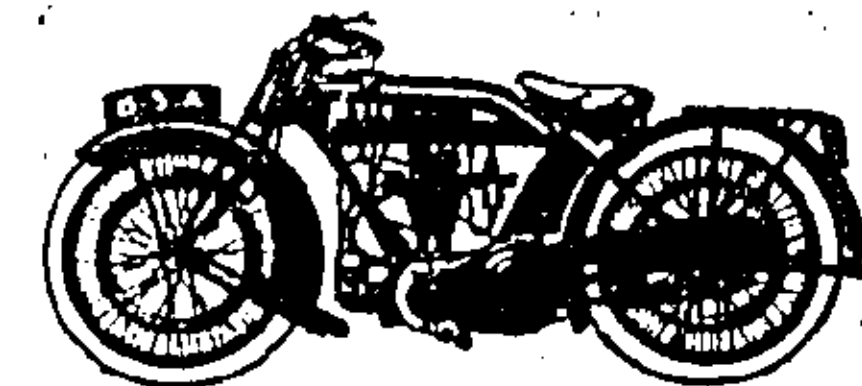
Dunlop grows its own raw rubber on its own estates in Malaya; weaves its own cotton fabric in magnificent Mills in Lancashire; and makes its own moulds.

This control of material and quality has a great deal to do with Dunlop supremacy.

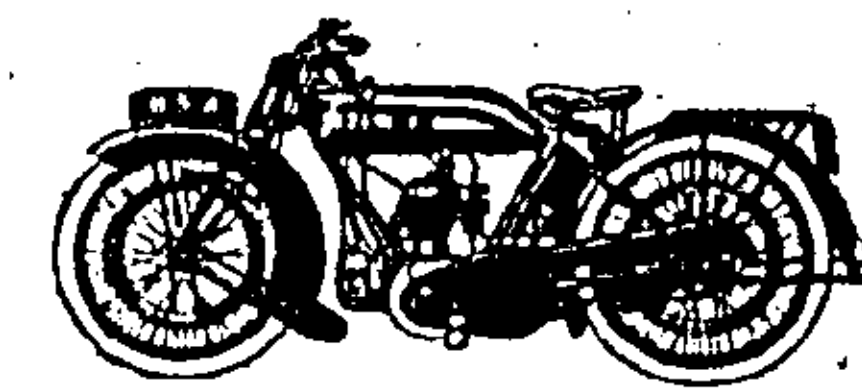
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DISTRIBUTORS.

THE HONGKONG HOTEL GARAGE.

B. S. A. MOTOR CYCLES



Famous For Reliability
and Economy



Full Particulars from the
Sole Agents

THE SINCERE CO.

WHEN VALVES NEED REGRINDING.

If the engine seems to run fairly well at high speed or when it is pulling hard but misses irregularly when running slowly it usually means that the compression is weak—means that the valves need regrinding. The other way to tell is by turning the engine over with the hand crank.

The compression should be the same on all of the cylinders, which is every third of a turn on a six-cylinder and every half turn on a four-cylinder engine. If the compression seems to be about the same on two or three of the cylinders and the others have much lower compression this will mean that the valves need regrinding.

FEATURES FOR THE FAMILY

HONGKONG TELEGRAPH, SATURDAY, 21st. MARCH, 1925.

CHILD WELFARE IN AMERICA. What a Women's Society Does.



JAZZ BABIES

More than 250,000 children in the United States are homeless or improperly cared for, according to Miss Mary L. Downes, High Chief Ranger of the Women's Catholic Order of Foresters.

"A million more youngsters never see the inside of a school room official statistics show," said Miss Downes, whose society with 70,000 members is active in the cause of the underprivileged. "More than 1,800,000 children have less than thirty-four feet of play-ground each. From the ranks of these neglected children come a large percent of the country's criminals. "Childhood relief is part of the Women's Catholic Order of Foresters' welfare programme which takes in all classes. The order provides security for the aged

through old age benefits with their cash surrender at the age of seventy and relieves individual cases of distress. We look out for middle-aged women in our policies, in our social activities and in efforts to improve conditions of those who work. We have organized clubs and built dormitories for young girls, besides giving them the benefit of insurance protection and working opportunities.

The society is giving increasing attention to children. "Establishment of juvenile insurance for girls under sixteen which is now under consideration will be part of the child welfare programme. This work which will teach patriotism, thrift and will inculcate moral lessons will also have the practical effect of educating young people to the necessity of insurance protection."

SPORTS PARS.

Interesting World Items.

Lord Gainford, who has just celebrated his 65th birthday, was responsible for piloting the "Football (Coupon) Betting Bill" through the House of Lords. As "Joe" Pense and a fine and highly popular all-round athlete, Lord Gainford played polo for Cambridge, was Master of the University Draghounds, and just missed a Soccer Blue. He was for many years captain of Durham County Cricket Club.

P. G. H. Fender, the Surrey captain, in a statement said—"I cannot see why it should be presumed that the death of cricket would follow the moment a professional captained the side." Gilbert Jossop went further. He said—"It seems to me that the time is coming when a professional will be captain of a team. There is nothing derogatory in a professional holding that position—especially a man like Hobbs—and I certainly would never object to serving under one."

The Bradford Rugby Union club have always had at their service a few Colonials: owing to so many going to the city from Australia, New Zealand, and South Africa, in connection with training for the wool trade. The latest recruit from "down under" is N. Eburn, of New Zealand, who has played for the Canterbury club, which supplied several of the "All Blacks."

A feature of the Guildford Alliance meeting at West Hill, Brookwood, recently, was the fine golf of a boy of 20, E. Haynes, who is assistant professional at Burhill. Playing from scratch, he won the medal competition with a fine round of 77, made under difficult weather conditions. Harry Stevens, the Esher railway porter, who also played from scratch, returned 78 and tied with two professionals (each plus 2) for second place. A son of Stevens, who is an assistant at West Hill was also playing, and went round in 82. In the afternoon a foursomes competition against bogey was by F. H. Frostick and the St. George's Hill amateur, J. F. Kendrew, who were on scratch.

The discussion regarding the possibility of further legislation with regard to the manufacture of golf balls, aroused by the tests recently carried out by the authorities, has been set at rest by the following announcement from the Royal and Ancient Club:—"The Rules of Golf Committee has decided that it does not propose to make any recommendation at present with regard to altering the specification of the golf ball."

Sir John T. Cargill has been appointed honorary president of the Glasgow Football Association.

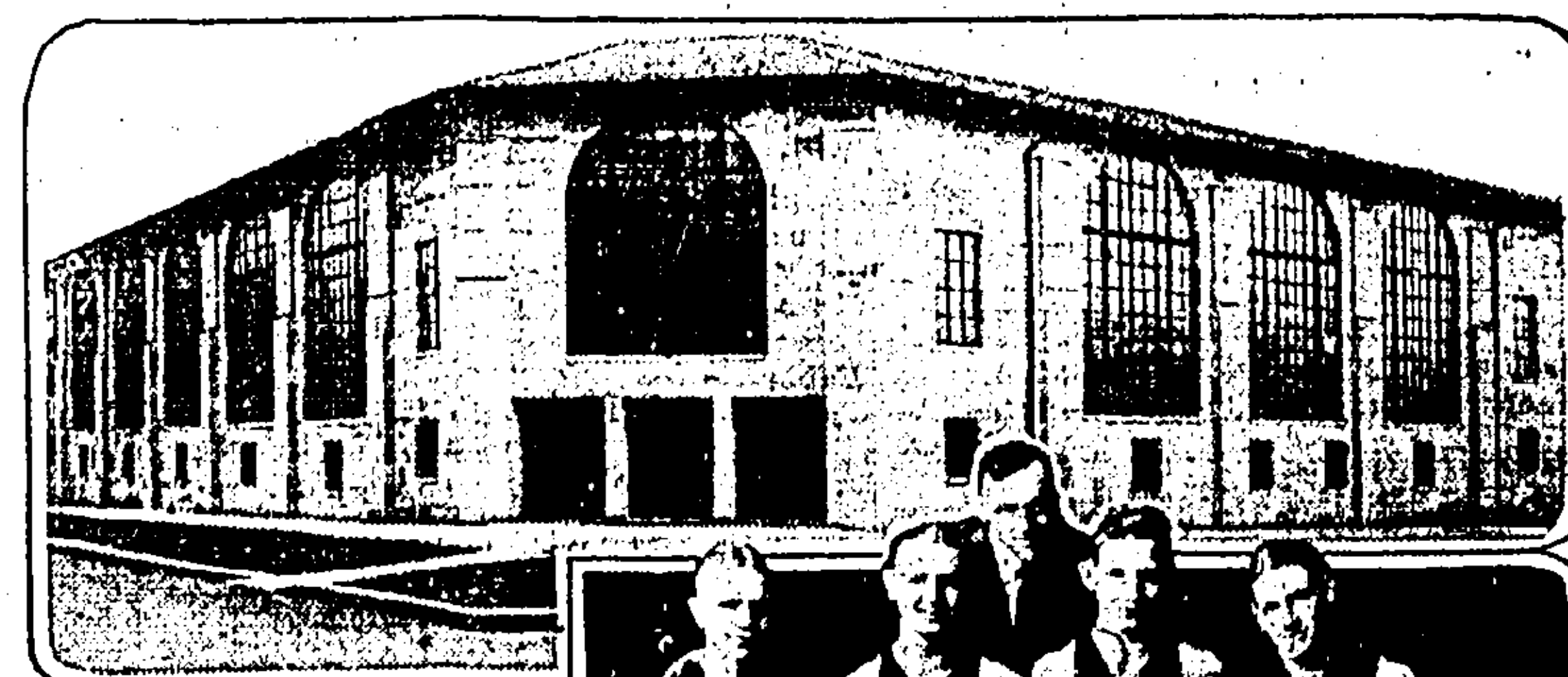
J. Sanderson who scored the first goal on St. Johnstone's new ground at Perth, has been presented with a gold watch as a memento of the occasion by a Perth jeweller.

S. S. Dean the New Zealand Rugby team manager, thinks football tours are great things from the point of view of sport, but that they are more valuable for what they are doing in binding together the far-flung lands of the Empire.

H. Packer, the Welsh manager of the British Rugby team who toured in South Africa, has been presented with a handsome silver salver from the members of the party as a Christmas gift. The names of all the players are inscribed upon it.

WHAT CIVIC UNITY DOES.

Hotel and Gymnasium Built Public Subscription.



MONUMENT TO CIVIC PRIDE

A shining example of civic pride may be found in Bedford, U.S.A. That little city, nestling in the hills of southern Indiana, is fast gaining national fame through its civic progress. Bedford is the centre of stoneland. The increasing number of transients, some of them quarry sight-seers and others purchasers of building stone, made a new hotel desirable. So by popular subscription a half million dollars was raised in one week for the erection of the new Graystone. America's finest hundred-room hotel.

Then Bedford's civic pride demanded a new gymnasium. Hoosier sport enthusiasts girded themselves for the combat. Business men, high school students, and mothers whirled into the campaign. Eighty thousand dollars was raised in forty-eight hours. And today Bedford has a newly completed gymnasium, unsurpassed in the midwest. It combines every modern "gym" convenience.



COACH ABETT AND BEDFORD HIGH SQUAD.

The spacious structure is of hoars Indiana limestone, the material as the opposing gladiators used in thousands of the nation's matched skill for high honours outstanding buildings. Fifty-five hundred spectators have been comfortably seated in the vast structure and, incidentally, example in "doing things."

ANT RUST PROOF

"NE PLUS ULTRA" RUSTLESS STEEL TENNIS POSTS

WITH IMPROVED WINDING
DRUM.

CALL AND SEE THEM
AT LANE, CRAWFORD'S

PERFECTION AT LAST.

SWISS CHOCOLATES



NESTLE'S
DESSERTS
AND
KOHLER'S
ROYALTY
BON-BONS.



TWO KINDS.
NUT-MILK CHOCOLATE
MILK CHOCOLATE.
Each dessert attractively
wrapped in Silver Foil.

Both
in
1 lb. and ½ lb. tins.

A LARGE VARIETY OF
DIFFERENT SHAPES
AND FILLINGS.
Each Bonbon wrapped in
special Silver Foil.

Obtainable at
LANE, CRAWFORD'S
CAFE' WISEMAN
ALEXANDRA CAFE'
BLUE BIRD
SINCERES & WING ON.

FILL YOUR SWEET DISHES WITH THEM.

**EVERYONE'S
GOING**

TO SHOP AT

WHITEAWAY'S

**COME
ALONG!**

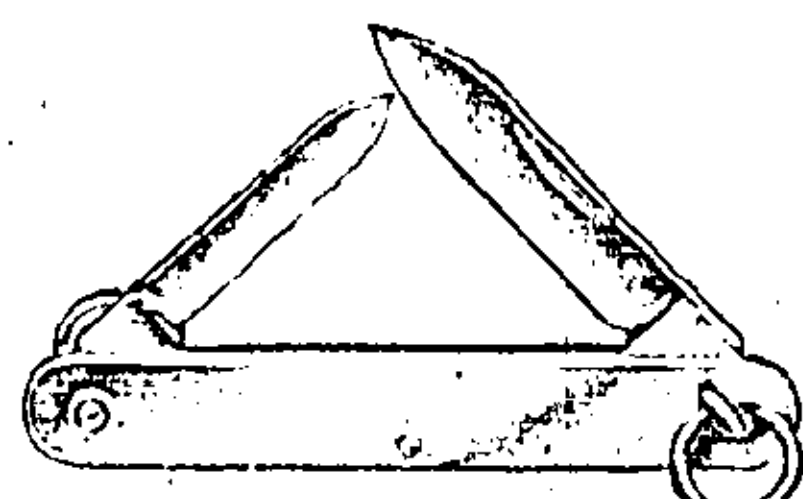
HERE'S WHAT TO SEE AND

WHAT TO BUY

STANDARD VALUE IN TRUNKS

THE "OCEAN" Travelling Trunk
Three ply Birch Body, covered green-proofed Jute Canvas, Solid Bottom tray, Paper-lined, 2 locks and leather handles, 36-in only
STANDARD VALUE PRICE **\$15.00** EACH.

WHITEAWAY'S STANDARD VALUE



THE "OPENEEZI" POCKET KNIFE exact to illustration. Splendid Value. No more broken nails.
STANDARD VALUE PRICE **30** cts.

THE "THIRSO" Tumblers
ETCHED Tumblers Good Belgian glass, 1/2 pint-size, 3 patterns to select from
STANDARD VALUE PRICE **\$2.50** DOZ.

THE "MARVEL" BUNDLE OF TAPES



The Marvel bundle of tapes. 12 pieces assorted widths.
STANDARD VALUE PRICE **40** cts. Bundle.

THE "TROPICA" Lisle Thread Stockings FOR LADIES
White Lisle Thread Hose for Ladies Excellent Value for Summer use.
STANDARD PRICE **65** cts.

THE "WHITELAW" BEDSTEAD
This best value in 3 part bedsteads with spring mattress over offered. Size 6 1/2 x 3 ft.
STANDARD PRICE **\$13.50** each.



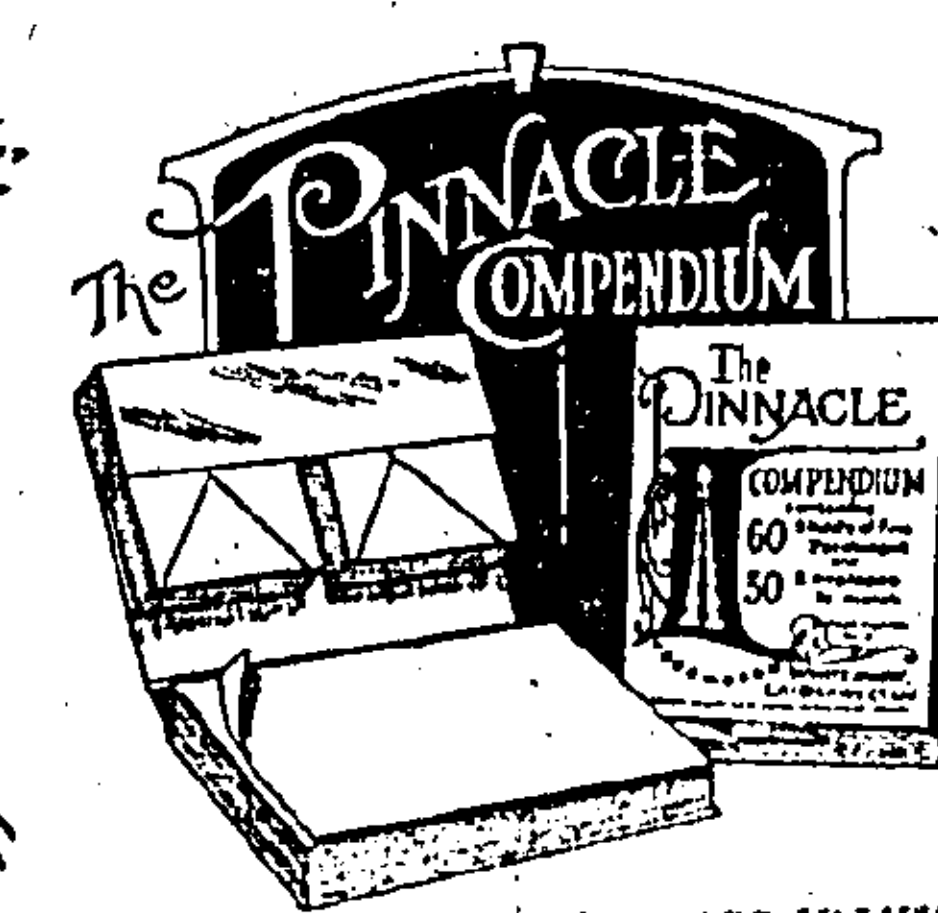
THE "COMET" GENT'S OXFORD SHOE
in BLACK or BROWN. English-made real leather Shoe. Good style and fittings. Really excellent Value.
STANDARD PRICE **\$6.95** pair.



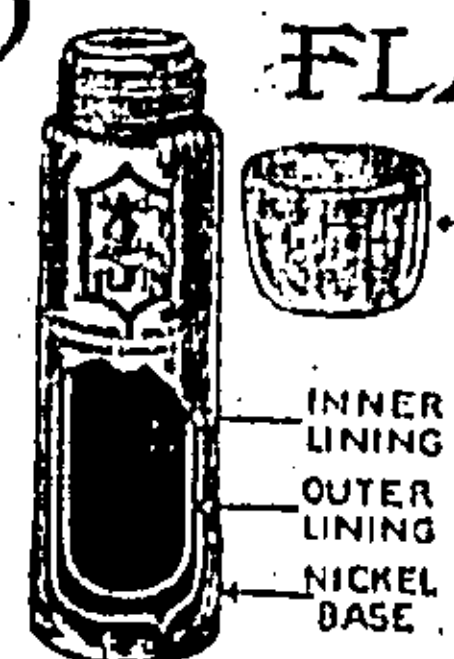
THE "DAINTY" Handkerchief for Ladies. White lawn with hemstitched border; 12 1/2 in square.
STANDARD PRICE **\$1.00** dozen.

THE "DAINTY" HANDKERCHIEF

THE PINNACLE WRITING CABINET
Contains 60 Sheets of fine Parchment Paper and 30 envelopes to match. White, Blue, or Violet.
STANDARD VALUE PRICE **50** cents.



THE "ELFIN" STEEL GLASS VACUUM FLASK
All glass including the Cup. No metal to tarnish or corrode; pint size only.
STANDARD PRICE **\$3.00**



THE "ELFIN" VACUUM FLASK
All glass including the Cup. No metal to tarnish or corrode; pint size only.
STANDARD PRICE **\$3.00**

THE EVER POPULAR VOILE
An excellent quality in white voile specially made to our order 40 inch wide.
STANDARD PRICE **\$1.00** yard.



WHITEAWAY'S STANDARD VALUES REPRESENT THE BEST POSSIBLE VALUE
WHITEAWAY, LAIDLAW & CO., LTD.

20, Des Vœux Road Central, HONGKONG.



Best
For
Your
Baby

WOMEN'S INTERESTS

Nearest
to
Mother's
Milk



A smart crushed mode in brown straw is shown at the upper left. The chic model at the upper right is made of black silk crepe and is trimmed with black glycerine ostrich pom-poms. The small hat below is a black and white creation, with a white ostrich feather trimming. The broad-brimmed hat is made of apple green nylon and trimmed with a darker green ribbon.

A LONDON LETTER. MOSTLY ABOUT FROCKS AND FASHIONS.

(Special to the "Telegraph" by a Lady Correspondent).

London, Jan 29th.
London is busy deciding the rulings of her fashions, for just as early September sees editors deep in the make-up of their Christmas numbers, so the modes for the spring and early summer are decreed as soon as the designers scent December 'mimosa in the flower-sellers baskets.'

Ear-rings and the lines of our clothes remain long, necklaces and skirts short, there are concessions to depth in the encrusted embroideries and bands of fur, the popularity of which would seem undying, but breadth is a dimension almost entirely cold-shouldered and scarcely permitted to draw attention to its existence, save in the ivory and tortoise-shell ferrules of our umbrellas, or perhaps in the three-tiered cape collar of some gracefully-cut highwayman coat.

Unbroken lines call for the greatest skill in design and cut, and many gowns fail here because their construction does not allow the width required for walking and dancing at the same retaining the original effect.

In the New Bond Street salons of Madame Handley-Seymour, I noticed how cleverly this question can be dealt with. Here I have just been shown the very latest month-after-next models in order that, be you East of Suez or nearer the South Pole than you care about, you may know what is the very latest cry in London just at the time it is so, which after all, is more than broadcasting can do for us.

THE DANCE FROCK—A LAW
UNTO ITSELF.

Always some thing of a rebel, the dance frock for the spring indicates a tendency to break from the absolute straightness of this season, for some there are with a series of not or lace flares, or godets falling gracefully from below the hips to the hem.

Over a narrow black satin slip one black model showed a skirt of this type in black not, and the effect of the misty transparent points was heightened by a

pointed flares of lace a shade deeper than the actual frock.

Black we love very dearly, and it fully justified favour in a straight black marocain evening gown with a plain back, and, in front, a cut-up hem concealed by an over-pleat imperceptibly added just above the knees and carried up higher on the left side. On the left shoulder was a knot of fuchsia-red flowers holding in place a narrow drape of the material, this following the line of the armhole, continued from the left underarm to end in a point longer than the hem of the skirt on the outer side, but the same length on the side joining the side seam.

OUR FEATHERED FRIENDS.

We cannot bear to part with feathers, and one black gorgette gown, straight from neck to hips, suddenly flared into rows of ostrich at the hem of its tunic and shook them out of the silks which had been cut several inches up the sides; again, a hyacinth blue crepe roman model slightly shaped, was held on the left side by a fringed ornament of feathers to match; a long panel falling from the shoulders was caught to the gowns again in a slight pouch below the waist, whence its slim length fell several feet beyond the silver heels of the fortunate wearer.

IMPORTANCE OF EXTREMITIES.

Stockings are as important as over, and with a black toilette at night nothing looks more attractive than very fine gauge black hose.

All shades of sunset, gold and silver are being worn at night, and quite often very thin stockings to tone exactly with the wearers' frock.

To turn lastly to shoes does not mean that their importance is the less: For morning and sports wear antelope and calf mixed, as popularised by the Raoul Company, gather in popularity, fastening generally with a single wide strap. For promenade wear glass patent and lizard in court shapes with cut out fronts, large oval buckles, or with one strap held by some wooden or cut steel ornament are most popular.

At night, brocades and beaded satin fight for first favour, and as dancers continue to argue the merits of sandal-strap versus the instep strap single or divided in three and set slant-wise, both stay



Miss Grace Darmond, who is to marry Maurice Flynn, former Yale football star and now motion picture actor, in April.

THIS WEEK'S RECIPE.

STUFFED APPLES.

Paro and core fine large apples. Cook in heavy syrup until tender and clear. Remove from syrup and cool. Moisten equal quantities of chopped nuts and seeded and chopped raisins with orange marmalade. Fill cavities of apples with mixture and serve masked with whipped cream. The cream should be sweetened and slightly flavoured with vanilla.

WHEN DELAY IS DISCOURTEOUS.

In acknowledging receipt of money or other valuables sent through the post the sender is naturally glad to be informed of the safe arrival.

In writing your little note of thanks after you have stayed at a friend's house.

In congratulating your friend upon any sort of success, whether it be professional or business advancement, or the winning of some other "heart's desire."

In thanking a friend for any present, large or small.

Delay in writing the letter of sympathy is, of course, worse than discourteous—unless it is genuinely a case of reluctance to intrude on sorrow or misfortune. But do not imagine even then that the letter can be written "later." It can be written now, or not at all.

Replies to your friends' congratulations to yourself should be reasonably prompt, but do not depend on their immediacy for their significance as the congratulations themselves do. And, of course, no one expects immediate acknowledgments of letters of condolence.

All "special occasion" letters, telegrams, or telephone communications must be "to time." Promptitude is the essence of the pleasure.

A NEW WAY WITH SCARVES.

The scarf is an old friend we are seeing in new guises, one of which is the slip knot.

The latest idea launched is that of crumpling them up lengthwise and slipping the loose ends through the loop which is then drawn up loosely under the chin, the ends being tucked away beneath the coat front. The effect created is one of negligence and general softness that takes away from what are apt to be the hard and trying lines of a tailor-made or formal winter coat.

THIS SEASON'S HAND-BAG.

The most popular handbag of the moment is undoubtedly the under-arm handbag. Its name is a somewhat amusing contradiction in terms, and the habit of carrying a handbag under the arm is apt to wear the material of the coat somewhat noticeably in one place.

Perhaps "safety first" considerations have triumphed. At any rate, West-end drapers and high-class leather goods merchants are making special shows of these attractive, envelope-like bags. They are to be seen in all sizes and colours, made of suede and silk, of canvas worked with wool, and in all kinds of embroidery. The Italian tooled leather bag is slightly on the wane after its extreme popularity last year.

EMBROIDERED ROSES.



Just two large embroidered roses, one a delicate pink (and the other a deep rose, trim this attractive black gown with its classic simplicity of line. There is fullness in the front which adds to the grace and comfort of the gown.

THE WAY WE DO OUR HAIR.

Is it possible that women are being coerced into reverting to old styles of hair dressing? One notices lately that more and more women are dressing their hair by dragging it back from the forehead as tightly as brush and

comb will accomplish this, drawing it behind the ears so that these stand out as they have not done for years past, and then screwing the hair into a tight knob at the back of the head, preferably rather low down towards the nape of the neck. One hopes and plays that the next step in the process of imitation will not be for them to cut themselves fringes and "frizz" as women used to do twenty years or so ago.

IMPERFECTIONS REVEALED.

The real reason why one must take this innovation seriously is because nearly all the big couturiers are showing off their models on mannequins whose hair is dressed in this way. If, one must argue, they did not think this was the style best suited to show off to advantage their latest models, then they would certainly not make their mannequins adopt it. Therefore girls who have refrained up till now from having their hair either bobbed or shingled, can look forward to a reign of terror ahead when, if they wish to be in the fashion, they will have to reveal the imperfections of their ears and tie up their hair in an uncompromising knot at the back of the head.

For the girl with perfect features, this will be well, provided she keeps her hair sleek and glossy with constant brushing, but woe for the girl with snub nose and irregular features!

THE DOMINATING FASHION.

Happily there are a great many women who will not follow any fashion, slavishly. They take an idea from a new fashion and use it to modify their own manner of dressing their hair. Thus, at present, though the shingle is superlatively correct, and has been adopted by the smartest women everywhere, there are yet others who look extremely nice and sufficiently fashionable with their long tresses.

Those are dressed close to the head, giving the "small head" effect, which is proof—if proof were needed—that the shingle idea dominates our hairdressing fashions at present.

Inverted tucks appear on many of the new costumes and somehow manage to look much more distinctive than the old-fashioned kind that lie as they should.

CHIFFON DANCE FROCKS.

Dance frocks are being fashioned of chiffon, very simply made or hand embroidered, and all the newest designs show a tendency towards handkerchief draperies rather than the straight tube effects of yesterday. Turquoise

FRENCH BEAUTY WINS 5000 FRANCS—BY A LEG.



Mlle. Linirys, the pretty French actress of the Comedie Caumartin theatre of Paris, was awarded a prize of 5,000 francs in the beautiful leg competition at the Bal de l'Opera.

blue, shrimp pink, tan, rose, or chid, green, and bright red are favourite colours for evening wear. Many frocks for the South of France are accompanied by smart wraps made of georgette, trimmed with fluffy fox or dyed marabout, but the English climate demands more substantial fabrics for our evening coats and cloaks,

further new note in the form of a folded belt at the hips in shaded wine-purple, so arranged as to leave the long lines quite unbroken.

A further example of this new dance skirt was seen in a sunset-pink and silver gown, but in this case the back was quite straight and only the front showed these

with us and at least agree to fasten with a small decorative ornament.

Even so, it is sad that our shoe makers, with all their resources have failed to produce Atlanta heels or mercury wings for our footwork to enable London to return a few of its Wembley calls before all last season's visitors are back again in the smoky Capital.

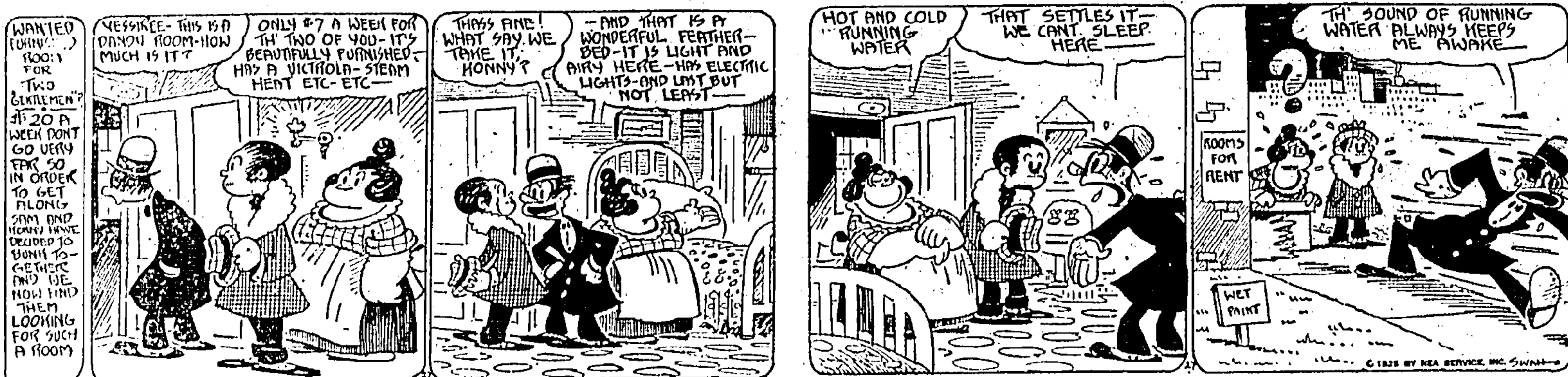
For sports wear nothing can be more youthful and smart looking than this combination of Roman stripes and pleats, joined by a wide leather belt. The colourful stripes give chic to costume and the loose fit and the full skirt afford the freedom and ease that is most essential.

A PAGE FOR THE KIDDIES.

SALESMAN SAM

Konrad's Snores Would Drown That, Sam

BY SWAN



Consumption

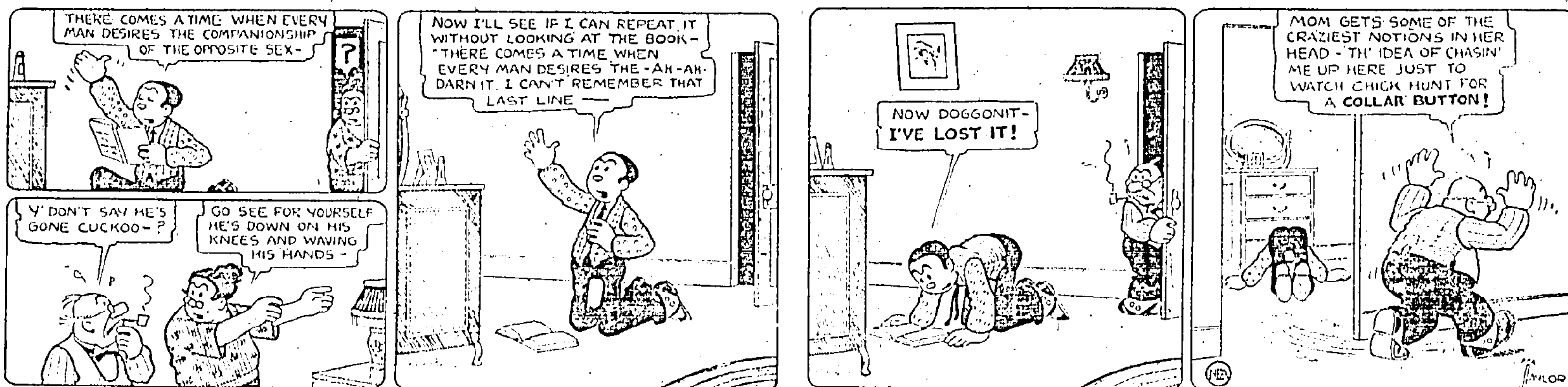
is an ever present danger to the weak. You lessen the risk, maintain health and protect the lungs by taking genuine

Scott's Emulsion
It brings health to all.

MOM'N FCP

A Familiar Affair

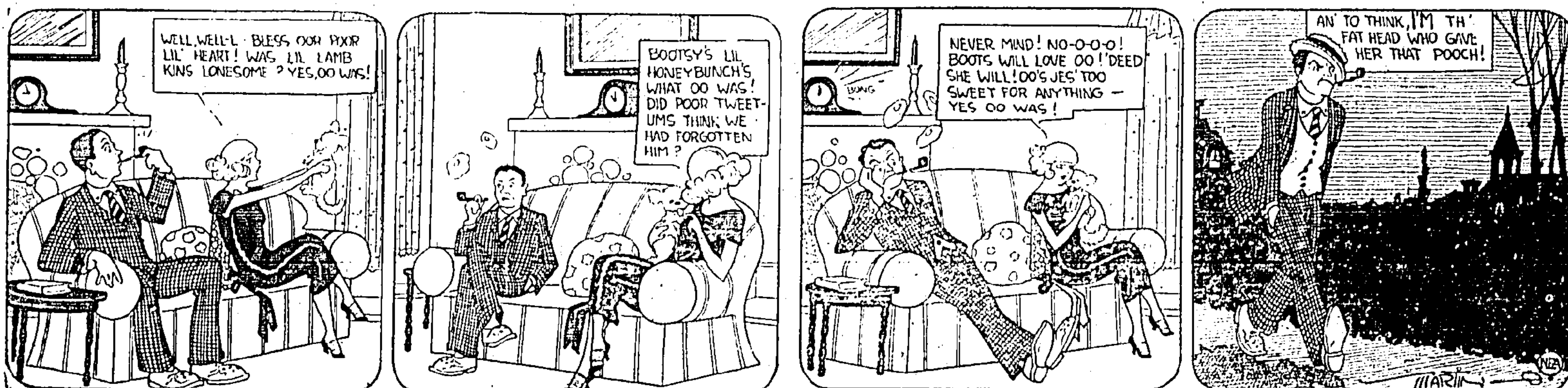
By Taylor



BOOTS AND HER BUDDIES

Getting Paid Back

By Martin



WASHINGTON TUBBS II

By Craze



FRECKLES AND HIS FRIENDS

It's All in the Point of View

BY BLOSSER



LACTOGEN
The Natural-Milk Food



For YOUR BABY

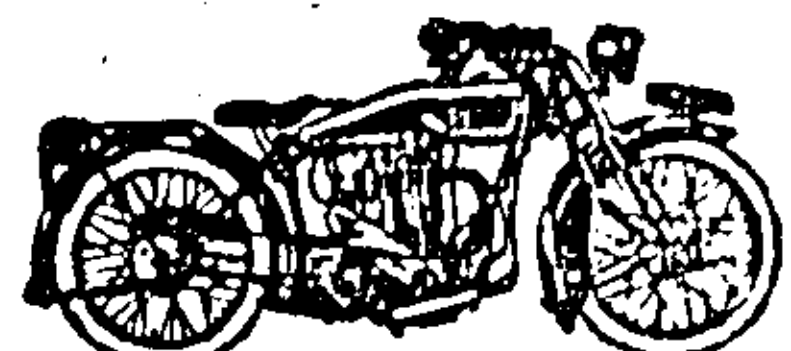
MATCHLESS

IN NAME AND REPUTATION.

THE MATCHLESS MOTOR CYCLE REPRESENTS THE LATEST AND BEST IN BRITISH MOTOR ENGINEERING.



3 h.p. high efficiency side valve engine.



5 h.p. Low Compression o.h.v. single cylinder engine.

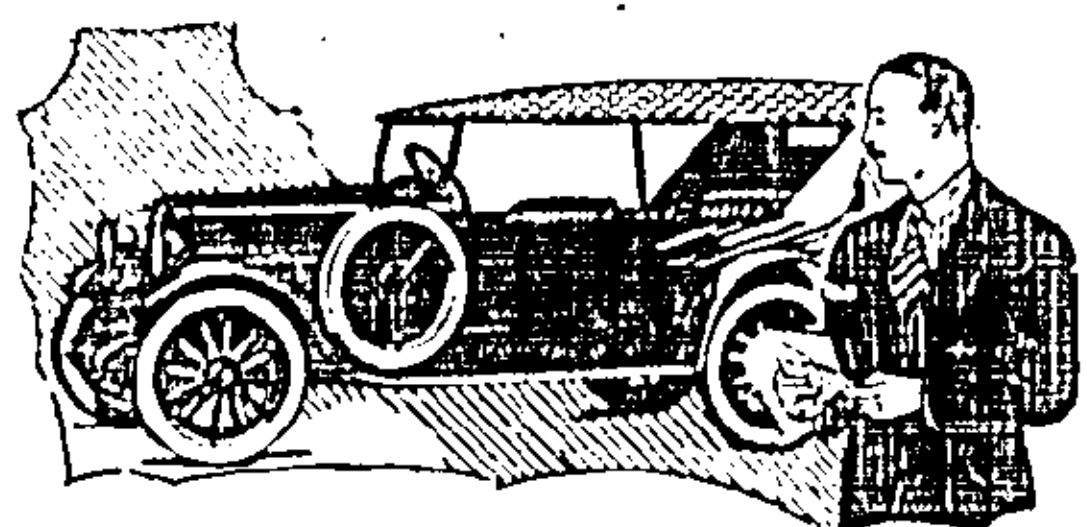
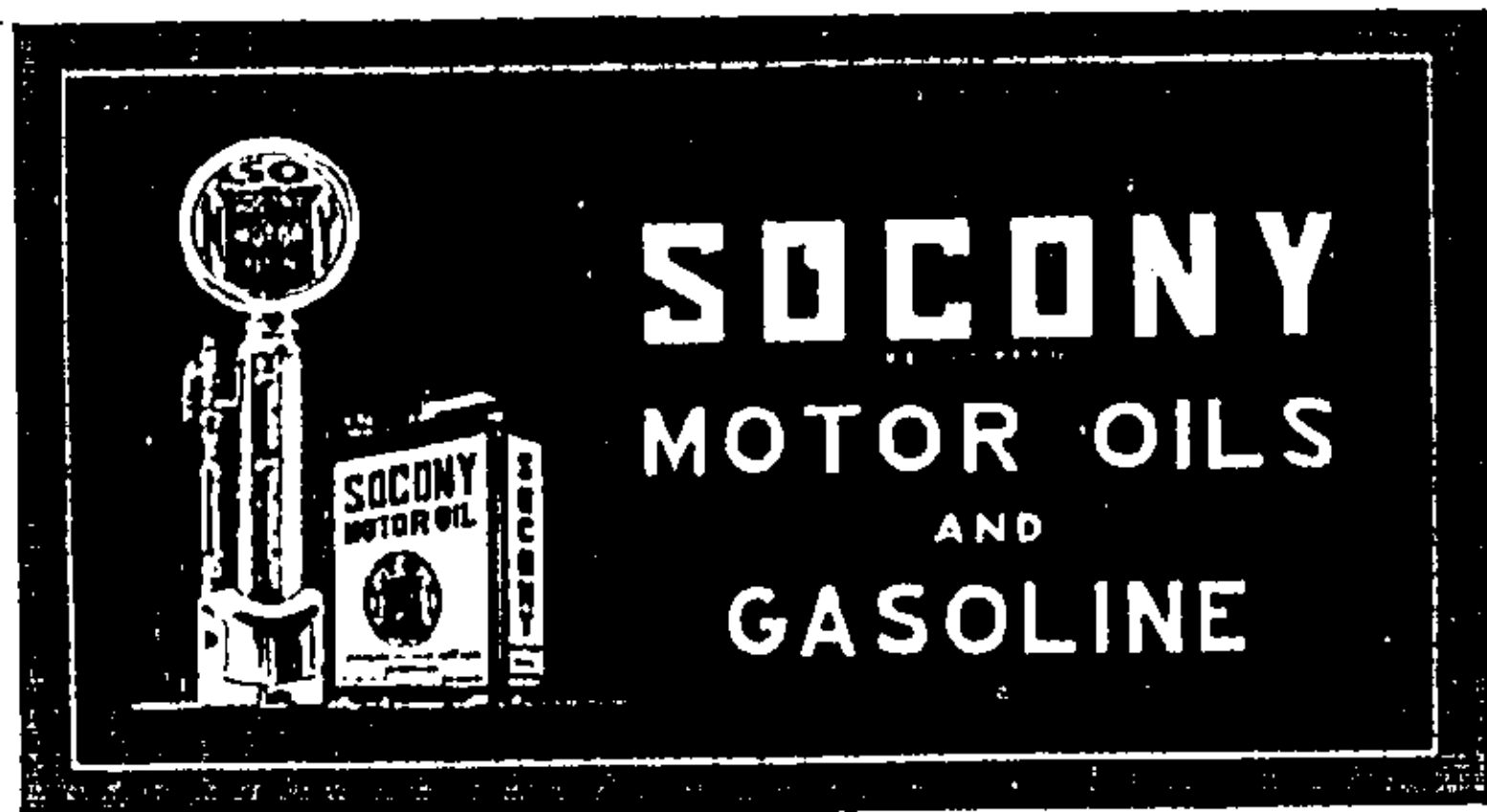


8 h.p. J. A. P. latest type touring side valve 50° V twin touring engine.

All the above electrically equipped and complete with full kit of tools. Speedometer and Horn.

1925 MODELS NOW IN STOCK

Tel. 32 HONGKONG HOTEL GARAGE Tel. 32
THE HONGKONG & SHANGHAI HOTELS, LTD.



A New Car?---
No,---A New Finish

Put On by

THE DRAGON MOTOR CAR CO., LTD.

YES, it looks as new as the day it left the factory; no laps, ridges or brush marks; a surface that means absolute protection against the destructive in-roads of rust.

Nothing like having the work done by experts. Saves you money too!

The Dragon Motor Car Co., Ltd.

Telephone Central 1246 or 1247.

33, Wong Nei Chung Road.....(Happy Valley.)

SQUEAKY BRAKES.

CAUSE AND REMEDY.

When a brake squeaks it shows that it is not doing its work efficiently, as correct braking operations consist of a smooth gripping action without squeaks or chatter. Chatter is caused by an alternative gripping and releasing of the bands on the drums. This is caused partly by the design of the bands and partly by the method fastening the linings. As the bands are open on one side, they cannot conform to the shape of the drums unless they are of the right shape.

If, when the pedal is pressed, the bands start to wrap from the bottom and continue upward on both sides, the chances of chatter are not so great. But if the bands take hold first at the top, the slack, on both sides must be taken up first before they will lay flat on the drums, producing chatter. If the bands are bent or kinked when the linings are attached, they will not grip the drums evenly, producing chatter and uneven wear.

Squeaks are caused by the linings becoming hard and glazed, due to the friction and the application of pressure which presses the grit into the linings. Roughing the surface of the linings with a saw blade or coarse file will usually remedy the trouble.

Probably an easier way is to apply a mixture of castor oil and powdered resin to the linings. The former acts as a softener, while the latter increases the frictional resistance.

U. S. A. AND GERMAN TRADE.

500 AMERICAN TRACTORS SOLD.

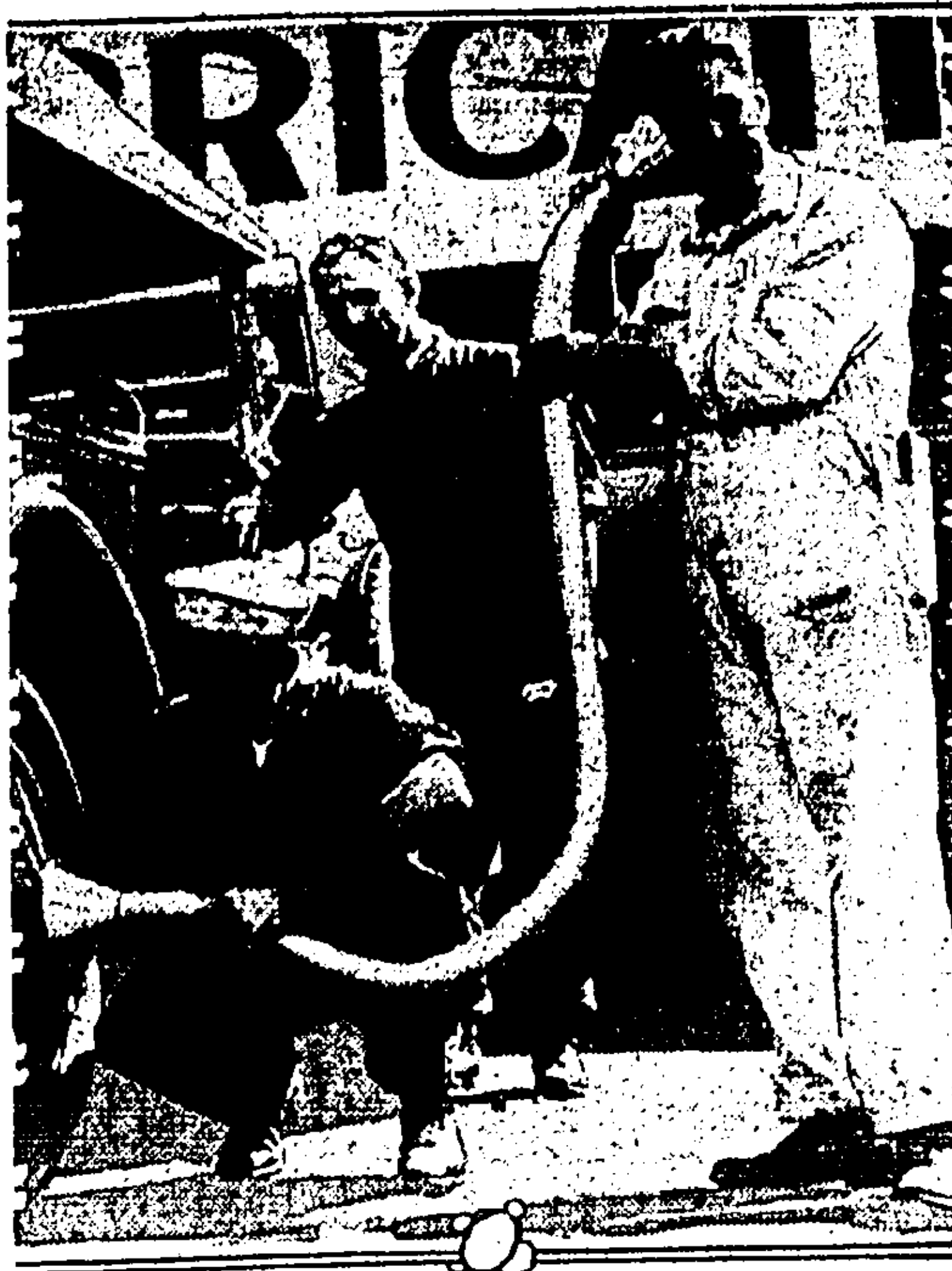
In view of a recent announcement that the German import embargo on motorcars was to be lifted some time next fall, steps to be in on the ground floor when the move is made have already been taken by several automobile manufacturers, says an Associated Press dispatch from Berlin. Dealers assert that at least five United States agencies have completed the necessary arrangements with the German Government to begin business in Berlin as soon as the bars are let down. In this connection it is announced that the German Government has authorized the importation of 500 American-made tractors.

It is understood among dealers that the present German tariff rates on the importation of automobiles will be increased somewhat in order to offset the great difference in American and German motorcar price. The present tariff rates on imported cars follow: Fifty kilos or less, 600 gold marks; 50 to 100 kilos, 480 gold marks; 250 to 500 kilos, 240 gold marks; 500 to 1000 kilos, 160 gold marks; more than 1000 kilos, 80 gold marks.

Since the rentenmark replaced the constantly depreciating paper mark, putting German business virtually on a gold mark basis, there has been a boom in the German automobile industry, and dealers of France, England and the United States have been vying with one another to capture their share of the German trade. Expensive American limousines and touring cars are particularly in demand, but it appears that for the time being at least moderate-priced cars will not be introduced here on a large scale unless the rigid police regulations for the use of automobiles are eliminated in Berlin and most of the other German cities.

Explaining this, the trade report of the American Chamber of Commerce in Germany says: "It should be borne in mind by dealers that very few automobilists in Germany drive their own cars, but employ chauffeurs, and it is for this reason that German automobilists must first take to driving their own cars before any large business can be expected for companies dealing exclusively in the smaller or private car. Police regulations are particularly rigid in the matter of parking, and no cars are allowed to be parked for any length of time in front of a store, theatre, in a side street or even within a public square. A car may wait in front of a store or theatre, but must invariably be in attendance by the chauffeur, and at night all lamps must be lighted.

AN AUTOMOBILE STETHOSCOPE.



An engineer in an American garage has invented the above device by which he claims to be able to instantly detect the cause of squeaking.

NOVEL MOTOR FERRY.

DISCARDED MOTOR CAR ENGINE SUPPLIES POWER.

The latest proof that "Cadillac engines never die" is furnished by the new chain-drive passenger ferryboat, "Comet" now running between New Rochelle, fashionable suburb of New York city, and Glen Island, a resort just outside the limits of the eastern metropolis.

The sole motive power in the vessel is an old four-cylinder Cadillac engine built in 1913 to carry seven passengers and now hauling as many as 500 per trip. The power plant is what remained of a Cadillac car which had been wrecked. It was discovered at the garage of one Melvin Hayes in New Rochelle. The chassis was cut loose from the wheels, and set up amidships on a wooden base in the boat which provided the new service.

Glen Island, twenty years ago a famous resort at the entrance to Long Island sound, was recently purchased as a part of the New York State public park system by the Westchester County Park Commission. It is about two hundred yards from the mainland in New Rochelle and plans are out for a bridge to span the distance. As construction will take several years and there was popular demand for immediate use of the beautiful Glen Island part of the park system, the Commission decided to operate a ferry until the bridge was built.

The steam ferryboat "Comet" was purchased and stripped of her power plant which had formerly operated two propellers, and H. D. Southwick, Jr., a mechanical engineer of New Rochelle, was commissioned to devise new motive power to operate the boat on a chain. After tests of other available engines, comparing their costs and fuel consumption, Southwick, knowing the sturdiness and durability of old Cadillac engines, bought the abandoned chassis and set it up in the boat.

He added to it a second set of transmission gears, which were locked so that only the first speed forward and the reverse could be used, and to the second gears he coupled a "wildcat" or chain-cog part of a submarine chaser's anchor windlass. This rig gives about one revolution of the chain-cog to ten of the main engine and runs like a sewing machine. The fuel consumption is from five to eight gallons of gasoline per day, according to how many trips are made, which in turn is based on the traffic. The maximum consumption is usually on Sundays when as high as one hundred trips are made by the one boat.

Marine experts who have inspected the Glen Island ferry pronounce it the very last word in economy of operation. The crew of the boat consists of an engineer, or more properly, a "chauffeur," and a dock hand, while a fifteen-year-old boy, who collects the round-trip fare of one dime from each passenger on the New Rochelle end, completes the payroll.

1925 MOTOR SHOWS.

COMING EVENTS AT OLYMPIA.

The arrangements with regard to the 1925 Motor Exhibitions are now complete. The first of the series to be held at Olympia is the annual exhibition organised by the British Cycle and Motor Cycle Manufacturers' Union, which will be open from September 21st to September 26th. Next comes that very popular function the Motor Car Show, organised by the Society of Motor Manufacturers and Traders and open from October 8th to October 17th. This will be followed from October 29th to November 7th by the Commercial Vehicle Exhibition, and this, again, on November 23rd to December 6th by the Engineering Exhibition, which includes a very important separate exhibit of marine motors and motor boats. The Motor Industry will be only slightly represented, if at all, at Wembley, it having been decided to concentrate on the usual exhibitions at Olympia. This policy is the one unanimously supported by the members of the Association of British Motor Manufacturers, who feel that any special appeal for Overseas business is better made by special all-British shows held Overseas, on the lines of the successful exhibition which took place at Melbourne in 1924, than by further participation in the British Empire Exhibition.

Firms which took part in the Joint Exhibit last year are fairly generally agreed that the resulting benefits were not considerable. On the other hand, a few firms specialising in apparatus of a comparatively novel character were thoroughly satisfied. Thus, for instance, the makers of the Parker Producer Gas Plant received at their stand interested visitors from all parts of the world, including, for example, Jamaica, Angola, Chile, Malay, Borneo, and even the Solomon Islands. This is easily accounted for by the fact that a system which enables motor vehicles to be driven by gas made from waste timber must obviously appeal on the grounds of economy and may, in fact, afford the only solution of the transport problem where petrol is very expensive or unobtainable.

INCAUTIOUS BRAKING.

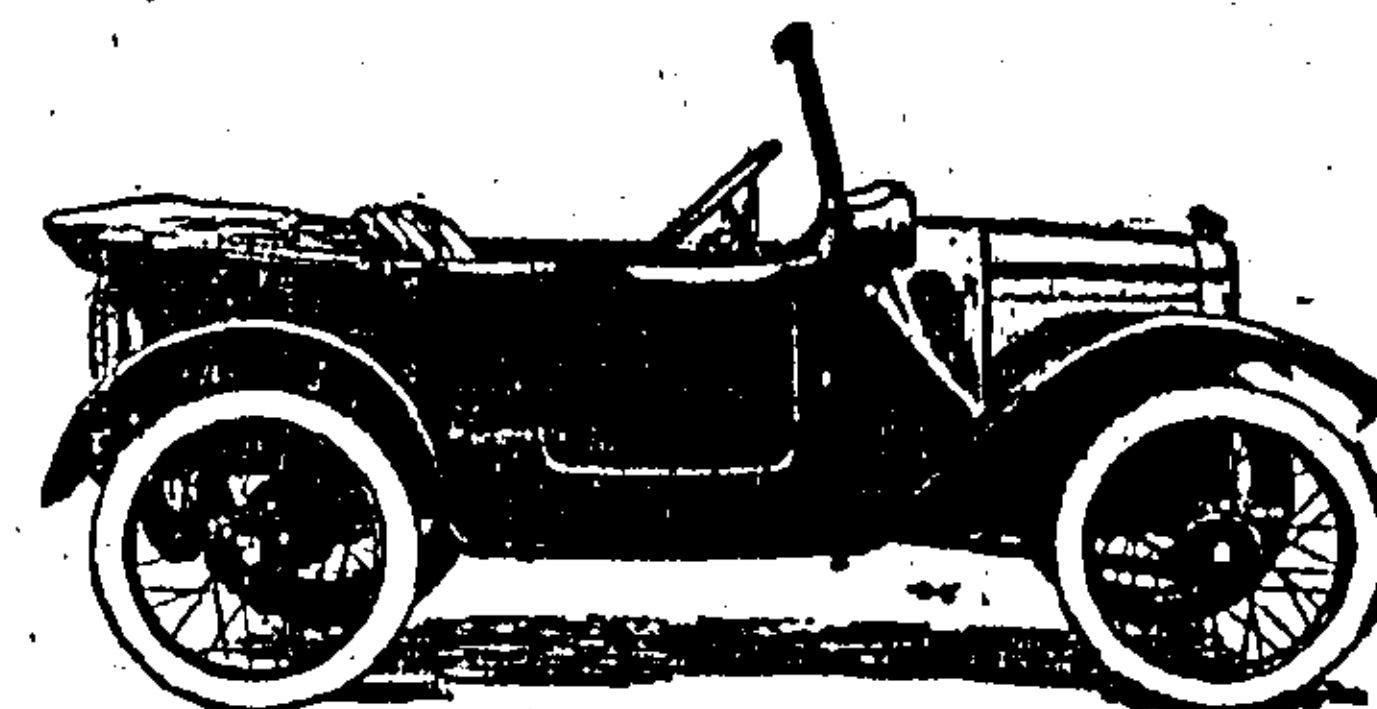
PLAYS HAVOC WITH TYRES.

Too sudden application of brakes and excessive sliding of wheels will play havoc with any automobile tyre. Sudden skidding wears a flat place in the tread and causes separation in the tyre carcass.

More tyres are found ruined by skidding in mountainous and hilly countries than elsewhere, but it is amazing to observe the amount of damage done to tyres on the best of streets and in flat country through this type of careless driving. The life of the casing after excessive skidding is shortened so that the motorist gets far less mileage than he would otherwise obtain.

AUSTIN SEVEN.

THE CAR FOR THE LADIES.



Fully equipped, ready for the road £185.

Ask us all about this wonderful car.

We are pleased to be at your service.

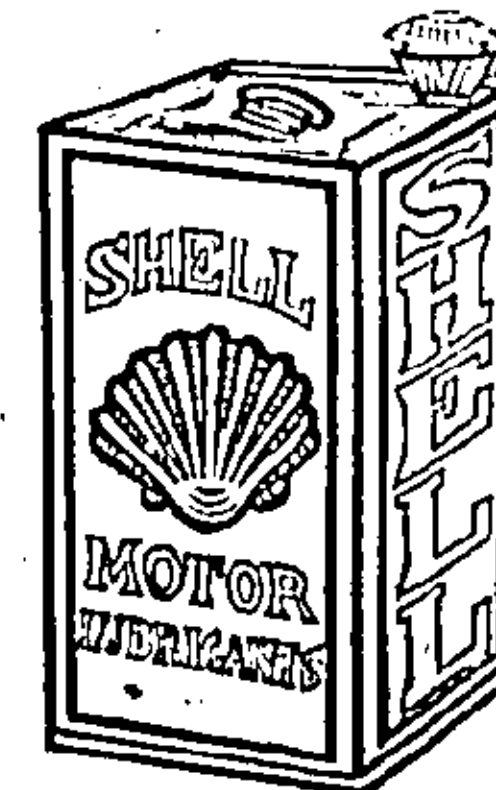
Alex. Ross & Co. (China) Ltd.

Bank of China Building,
Hongkong.



MOTOR LUBRICATING

OILS



See Special Advertisement on Page 3.

MICHELIN TYRES

OFFER YOU THE
MAXIMUM

SERVICE

AT THE
MINIMUM

EXPENSE



Full stocks carried by

THE EUROPE-ASIA
TRADING CO.
China Building

Ask To See The Balloon Tyres.

ROAD SIGNS FOR MOTORISTS.

During the first nine months of 1924 the Automobile Association erected 6,898 road signs—over 750 per month. Of this number 3,598 indicated the names of villages, while 1,184 were direction signs. Signs giving warning of danger points numbered 714, while 225 "Temporary Diversion" traffic signs were put up in connection with obstructed roads, under repair, etc.

BIG GAS TAX RETURNS.

California has realised more than \$2,000,000 above the expected revenue for its 2-cent gasoline tax. The revenues from this source this year is estimated to reach \$14,000,000.

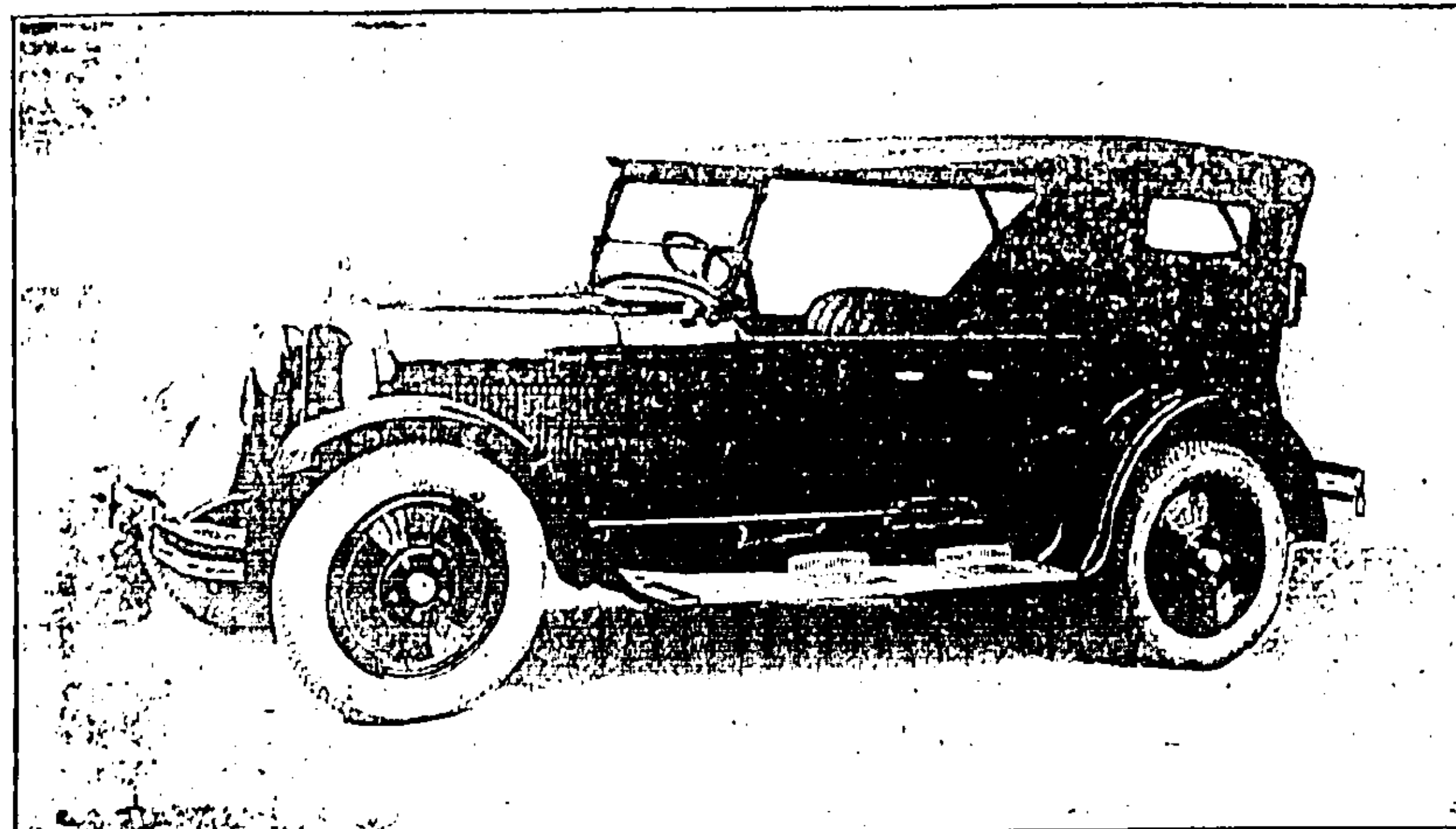
RUBBER FOR AUTOS.

Seventy-two per cent of the world's production of rubber in 1923 went to the United States. And 3 per cent. of this amount was consumed by the auto trade.

There are no CROSS WORDS

ABOUT THE
"HONGKONG TELEGRAPH"
WORD - BUILDING COMPETITION.

A SIMPLE AND ENTERTAINING CONTEST
WITH THIS SPENDID DODGE CAR FOR THE
FIRST PRIZE



SECOND PRIZE

HANDSOME VICTROLA
CABINET GRAMAPHONE

THIRD PRIZE

STANDARD MODEL
UNDERWOOD TYPEWRITER

Both of the latter on Show at Moutries.

DRIVE IN

To Hongkong's First Filling Station
Texaco Gasoline, Oils and Greases
Free Air and Water. Bright and Sheltered.

TO HIRE A GOOD CAR --- Phone K.226.

For General Service and Promptitude.

THE DURO MOTOR CO.
Nathan Road, Kowloon.

THE BUICK "SIX"

Owners express surprise that a car so powerful and spirited as the Buick Six operates so smoothly and quietly. Such outstanding performance explains why the car is winning and holding the good will of all who buy it.

For Demonstration.

Please call or Telephone C. 1036.

HONGKONG & KOWLOON TAXICAB CO., LTD.

33 & 35 Des Vœux Road Central.

THE FUTURE OF OIL FUEL.

BRITISH OPTIMISM.

The occasional fears expressed in the United States that the near future will see an oil famine do not seem to be taken at all seriously among the experts in England. The reason for the optimistic outlook of British engineers is that they do not look to petroleum alone for the supply of motor oils and fuels, but to such native substances as oil shales, lignites, peat and ordinary coal.

Professor A. W. Nash, of the oil mining department of the Birmingham University, says even all the free oilfields of the world have not been completely explored. Many are still undiscovered and untouched even in the United States. He maintains that the present careless method of working the fields may leave more fuel in the ground than is obtained for the world's markets, and that better and more scientific production methods would probably keep these fields up for many years to come.

Oil shale fields are plentiful in practically all sections of the world. The 30,000,000 tons of small coal that constitute waste or are left underground, could also yield a huge quantity of oil annually by the Bergius hydrogenation process which has been undergoing experimentation at the Birmingham University.

In Sweden charcoal has been undergoing tests for the production of fuel for motor car oil burning locomotives, and it is firmly believed by those making the experiments that oil from charcoal would reduce expenses by fifty per cent.

COMPULSORY INSURANCE.

WHY THE AMERICAN A.A. OPPOSES IT.

Washington, Feb. 10th—Following are the reasons given by the American Automobile Association for opposing the enactment of a compulsory insurance law for motorists:

"1. The weight of informed opinion is overwhelmingly on the side of those who contend that compulsory insurance would not prevent accidents.

"2. Adoption of the principle would be a first step leading to state insurance.

"3. As a safety measure compulsory insurance was voted down by the Hoover Conference on Street and High Safety.

"4. Insurance experts claim it will tend to increase accidents, promote development of irresponsible companies and multiply frivolous and excessive claims, all of which would result in advance of insurance rates.

"5. It is impossible to ascertain how many owners and drivers of automobiles are irresponsible or what the amount of uncompensated damages are. But the toll that compulsory insurance would levy on all motorists is out of all proportion to uncompensated losses. To guarantee this loss something like \$50,000,000, a compulsory insurance scheme would make the motorists of the country pay additional insurance amounting to something like \$547,200,000.

"6. A few careless drivers, probable less than 5 per cent. of those who use the roads, are responsible for the great majority of accidents. Compulsory insurance would penalize all motorists because of this small minority."

WATCH THE CHARGE.

If the storage battery is charged at home, watch it carefully in regard to undue heating. If the battery gets hot, disconnect it from the charging unit, as it is then being charged too rapidly. Reduce the charging rate. If the charger has a fixed charging rate, write to the manufacturer and find out how to reduce this rate.

A TEST FOR CARBON.

The presence of free carbon in oil can be detected by what is known as the blotter test. A drop of oil is put on a clean, white blotter. If the drop disappears overnight and does not leave a dark-coloured stain, it indicates to a certain degree that there is little free carbon in the oil. If, however, a stain is left, it indicates that there is a certain amount of free carbon in the oil which, in all probability, will be deposited in the combustion chamber.

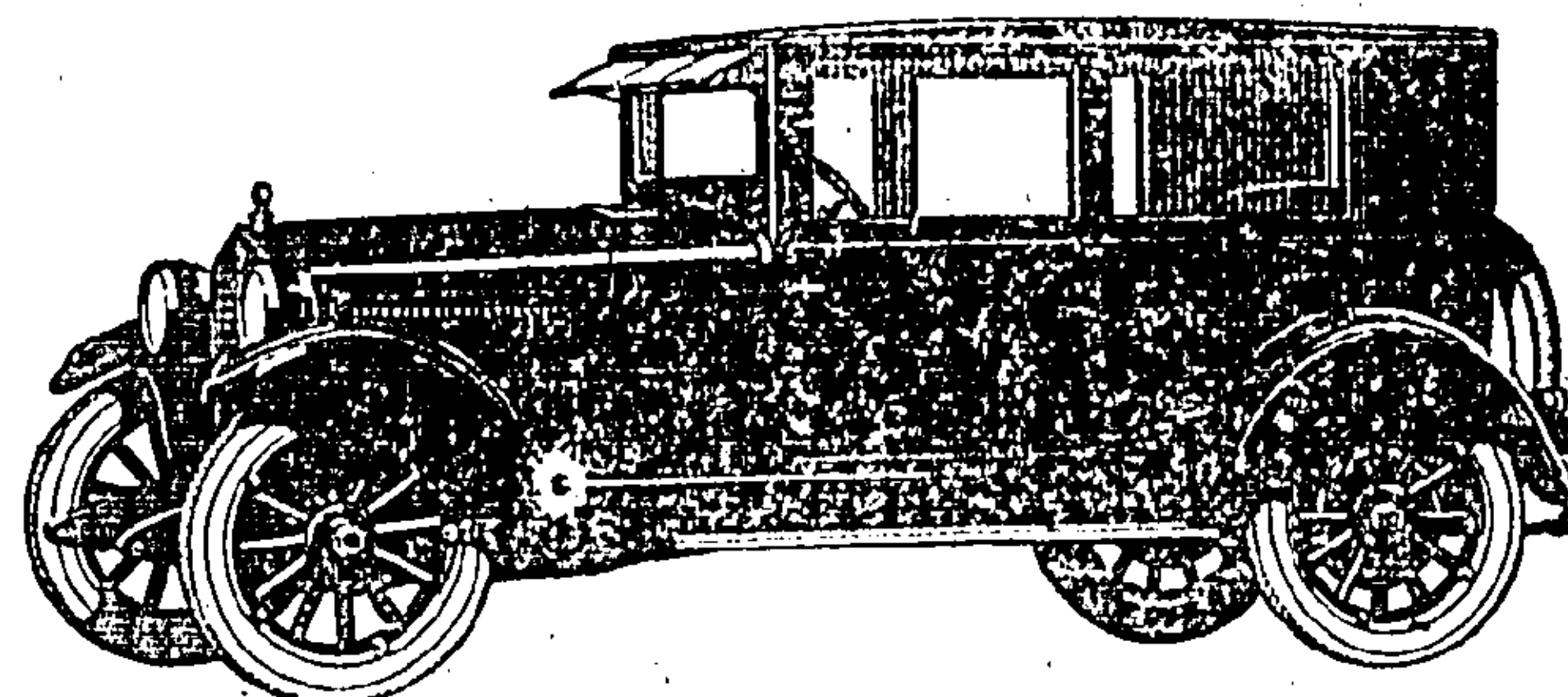


"The Old Essex Pep Plus Hudson Smoothness"

The new Essex has all the stamina for which its forerunner was famous. And its 6-cylinder motor built by Hudson, gives smoothness of performance heretofore exclusive to the Super-Six.

Its economy includes not only exceptional gas, oil and tire mileage, but a policy of minimum maintenance cost with parts prices that will astonish you.

5-passenger chassis	\$1,900
5-passenger touring	\$2,500
5-passenger coach	\$2,650



THE DRAGON MOTOR CO., LTD.

Telephone Central 1246 or 1247

33, Wong Nei Chung Road, Happy Valley.



A TYPE OF BELTING FOR EVERY SERVICE

Goodyear builds several types of conveyor belting.

One for conveying heavy abrasive materials such as crushed stone and ore, another for handling hot substances like quenched coke and still another for coal, grain or other light materials.

Goodyear Conveyor Belts are constructed with the fullest possible knowledge of the conditions to be met.

Belting performance is efficient and economical, and belting troubles practically unknown in plants that are properly equipped with the right type of Goodyear Belts.

Goodyear Belts are of superior quality and construction. They are noted for long, long wear. They do not shrink and their stretch is reduced to a minimum. Equip with Goodyear Belts and greatly minimize costly shut-downs.

Goodyear Means Good Wear

GOODYEAR

BELTING - HOSE - PACKING
MADE IN CANADA

DISTRIBUTORS

Alex. Ross & Co., (China) Ltd.

BANK OF CHINA BUILDING,
HONGKONG.

"KNOW THYSELF."A Lenten Message by the
Rev. G. R. Arrowsmith, M. A.

We get to know other people very well, but there are some who have hardly a passing acquaintance with their own selves, and if they met their inner self walking towards them in visible shape they would pass him by unrecognised. There is nothing like a little quiet introspection to knock all our self-pride to pieces. Many of us think that we are quite passable as Christians as we contemplate our reflections in the looking-glass, but let the gaze be turned inward and we get an unpleasant shock—weakness, self-love impurity, all are there, and we see ourselves as God sees us, miserable sinners and unfaithful stewards. It was after such an inward glance that St. Paul was impelled to write that he was the chief of sinners, and to exclaim in agony, "O wretched man that I am; who shall deliver me from the body of this death?"

We see little of this Paul in agony amongst Christian people to-day, and I think the reason is that they have not the power of inward vision; they look around but they seldom look within, and when they do turn their eyes inward it is but a casual glance they give, seldom is it a searching examination with the light of God's Word in hand.

There are others who flee from their own thoughts; they dread to look within for fear of what they shall see, and so they try to forget themselves in a riot of gaiety and pleasure. Dr. Johnson once confessed that when at the Ranelagh Tournament he had been cheered by the gay abandon that he saw on every hand, but, on deeper reflection "It went to my heart," he said, "to consider that there was not one in all that brilliant assembly that was not afraid to go home and THINK, but that the thoughts of each individual would be distressing when alone." We hate to be put out of conceit with ourselves, and so for that reason some of us dislike being left alone

with our own thoughts for company.

Self-examination is good provided it is undertaken with a view to self-improvement, but a morbid introspection that leads nowhere is thoroughly bad. "Time is spent in lamenting past sins which ought to be spent in attending to present duties; the heart is given up to fears which should be given up to God; weak regret takes the place of vigorous resolution" (Bishop Temple). To form a truthful estimate of our unworthiness as Christians is quite right, provided it makes us resolve by God's help to do better in the future, but it is neither wise nor healthy to "brood punctiliously and nervously" over our frailties. We should admit our offences and confess them, seek forgiveness, and then forget them.—Brooding will make a nervous wreck sooner than it will make a Christian saint.

Unless introspection is allied to personal effort it is worse than useless. God wants us to be men of action. He says, "Get up from your knees and do some solid work: help Me to help you." Beautiful thoughts and lofty aspirations are all very well in their own way, but by these alone the world will never be made better. A sanctified life can only be attained by hard praying that is allied to strenuous toiling. Emerson said, "What I need is someone to make me do what I can. And it is just there that we fail; we seldom do all that we can do for God either in our own lives or in those of others."

May God give to us this London-tide a fresh vision of the world's need, and our own need, and then bent low upon our knees let us find the strength that shall enable us to transform our visions into realities.

God has no use for idle theorising, it is practical Christianity He wants. "I can do all things through Christ which strengtheneth me."

SYNAGOGUE TO HOLD 14,000.
Mr. Claude J. Goldsmid Montefiore laid the foundation stone recently of the new Liberal Jewish Synagogue, in St. John's Wood-road, London, to supersede the present building in Hill-street, N.W. It will hold nearly 14,000 people, and there is to be a hall adjoining it to seat 400.

Rabbi Israel Mattuch, of the Liberal Jewish Synagogue (which it supersedes), said it was not an ordinary synagogue which they were building; it was a synagogue which would be the largest in Great Britain, and its design would be uniquely beautiful. The architect's estimate is £246,000, without furnishing.

LORD RAWLINSON'S SUCCESSOR.

London, March 20.
It is officially announced that Sir William Birdwood has been promoted Field Marshal, and has been appointed to succeed Lord Rawlinson as Commander-in-Chief in India.—*Reuter.*

[General Sir Wm. Birdwood, G.C.M.G., has been acting as Commander-in-Chief in India since August last. He has had wide experience in South Africa and India, and is perhaps best remembered for his connection with the Dardanelles operations in the late War. He is 59 years of age.]

KOWLOON CHESS CLUB.**MEMBERSHIP OPEN TO LADIES.**

The first meeting of the Kowloon Chess Club took place at the Central British School yesterday evening and was well attended by chess enthusiasts. Yesterday being the first meeting, the chief item on the agenda was the election of officials for the year and the arrangements of future meetings.

Although it is the Kowloon Chess Club, membership is open to residents of Hongkong as well as Kowloon. It was decided at the meeting that membership be also open to lady enthusiasts who may desire to join. Meetings will be held every Friday night in the hall of the Central British School at 8 p.m. The subscription, including entrance fee for the first year was fixed at \$5, with the right of amendment if necessary.

The following officials were elected: President, Mr. C. F. Nightingale, headmaster of the Central British School; Captain, Mr. A. Brookesband; Secretary, Mr. S. Hidden; Treasurer, Mr. B. Kern. The committee, including the other officials, is composed of Messrs. W. Patterson, D. Carvalho, J. Salter and S. Hayes.

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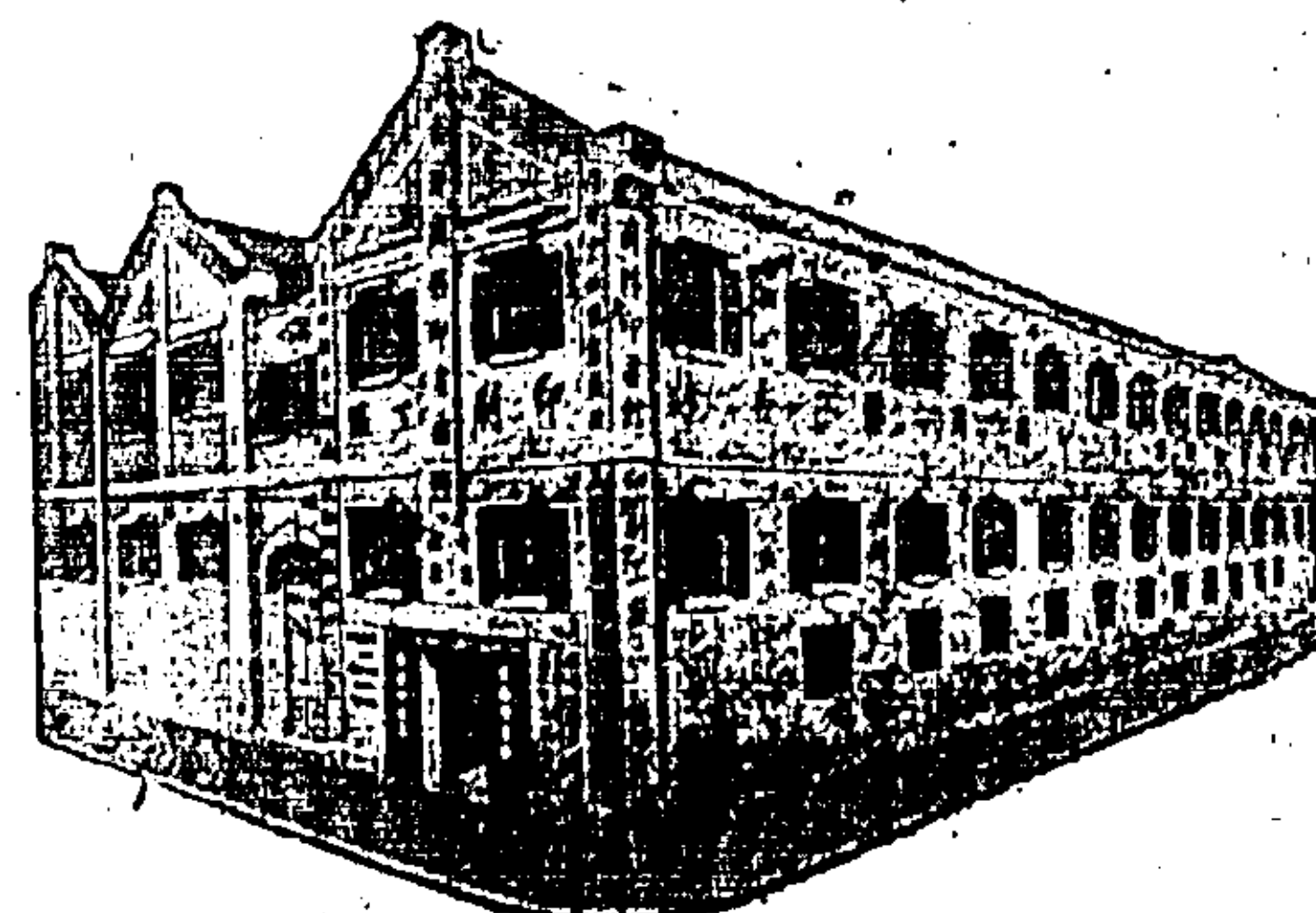
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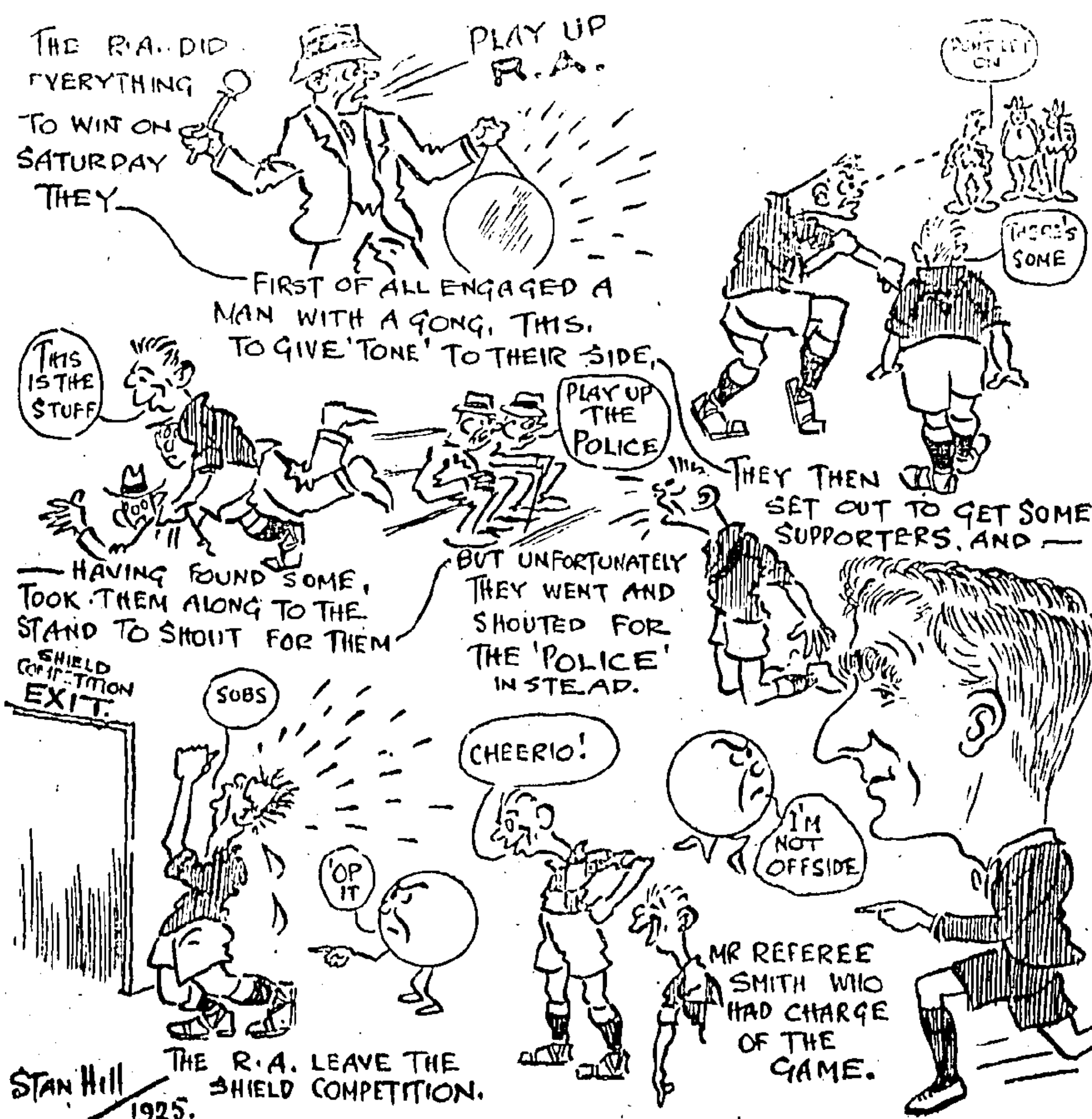
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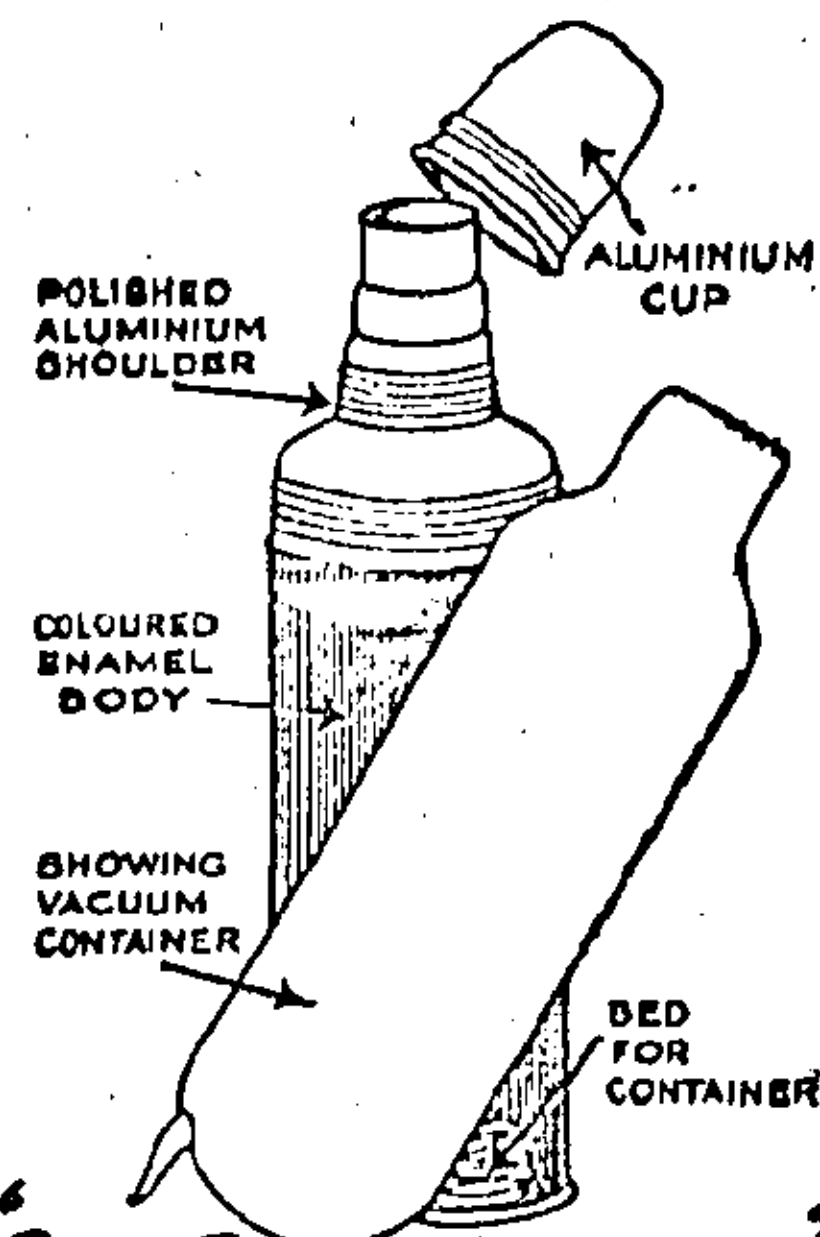
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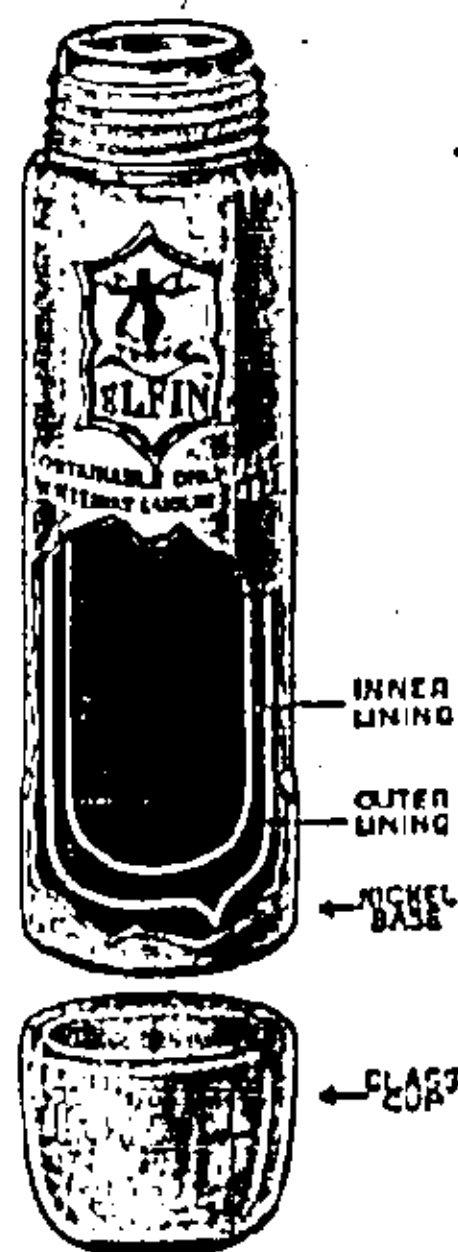
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CAMERA NEWS



AMATEUR DRAMATICS.—A scene from the play "Nothing But the Truth," as presented by the Quarry Bay A.D.C. at the Star Theatre, Kowloon, this week. (Photo: Ming Yuen.)



LOCAL THEATRICALS.—Dr. Doran (Mr. G. McLeod) is here seen demanding his money in "Nothing But the Truth." (Photo: Ming Yuen.)



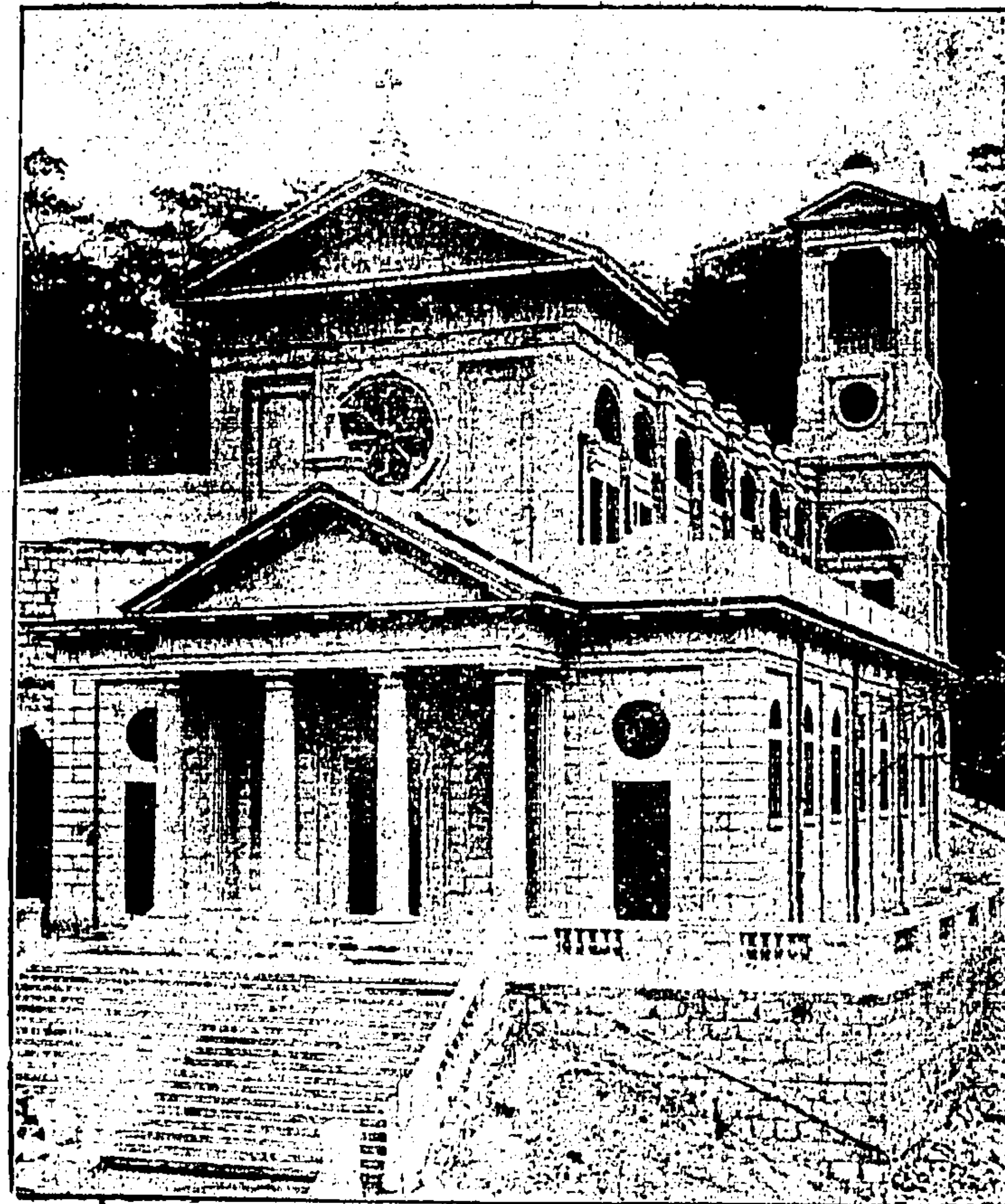
ANOTHER A.D.C. SCENE.—Mabel (Mrs. D. Peoples) tells her story in "Nothing But the Truth." (Photo: Ming Yuen.)



ANOTHER SCENE.—Here is yet another scene from the Quarry Bay A.D.C.'s production of "Nothing But the Truth." (Photo: Ming Yuen.)



HIS EXCELLENCY.—Above is H.E. the Governor (Sir Edward Stubbs, K.C.M.G.), who is now on an official visit to Indo-China and who is leaving the Colony, most likely for good, on June 27th.



NEW CHURCH.—This photograph shows the new Church of St. Margaret, recently built at Happy Valley. (Photo: Ming Yuen)



SAILOR FOOTBALLERS.—H.M.S. Hawkins football team, winners of Welbaird Shield, China Squadron League (Div. I) Championship and United Services (Div. I) Shield. (Photo: A. Hing.)



ANOTHER "HAWKINS" GROUP.—This is the Hawkins second eleven, winners of the China Squadron League, Division II. (Photo: A. Hing.)

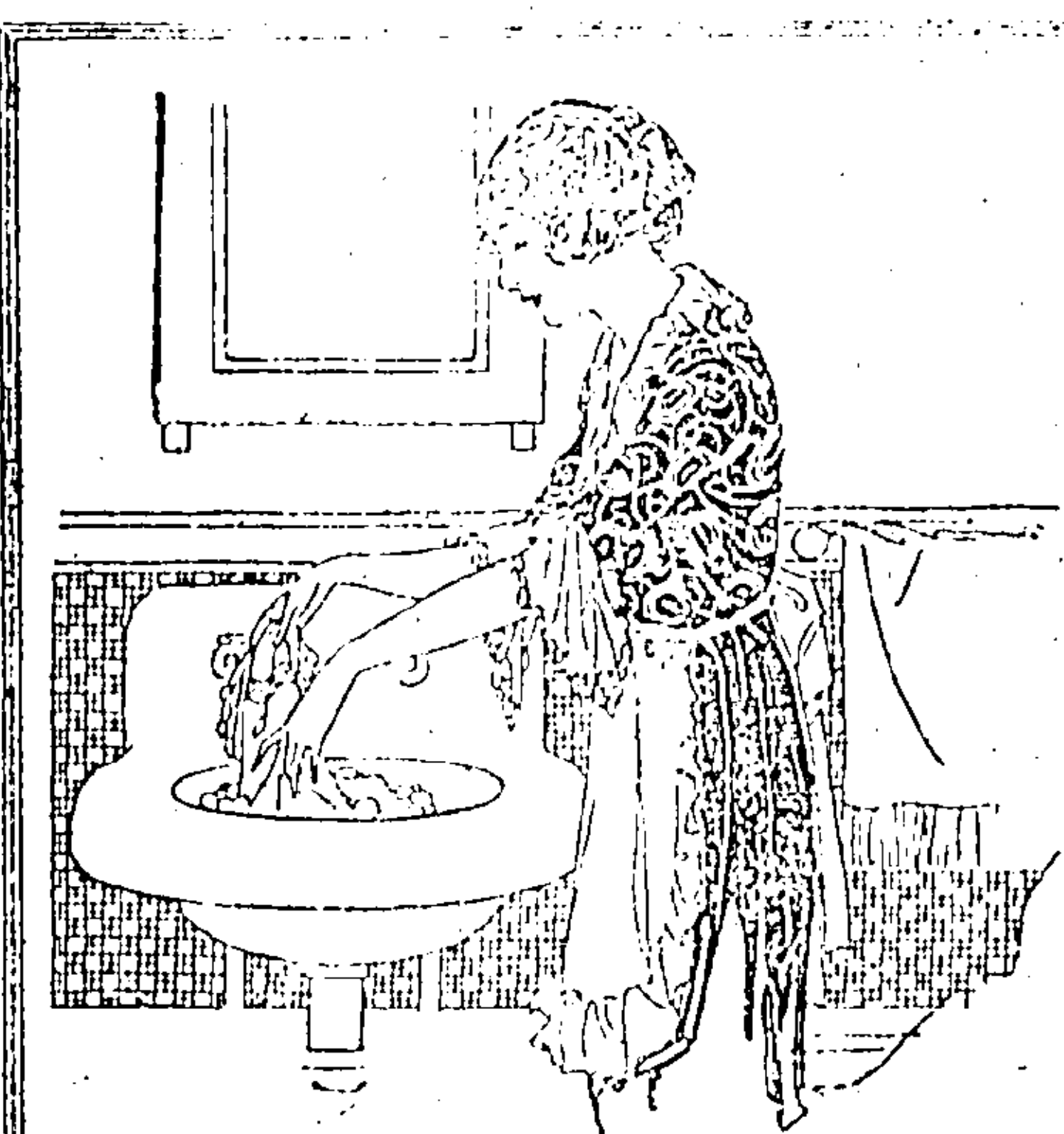


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Radio Notes & News.

Equipment Of Broadcasting Station Told In Detail.

A broadcasting station consists roughly of two distinct portions, the radio transmitting apparatus and the speech input apparatus, says a contributor to an exchange.

The radio transmitting apparatus is the collection of electrical machinery, motors, generators, valves, etc., which supply electrical waves of high frequency to the station aerial and enable this aerial to distribute these waves into space. These electrical waves are generated at enormous frequency, usually in the order of a million per second, and supposing these waves to be depicted graphically, the distance between the crest of two waves would represent the "wave length" of the station; thus a broadcasting station having a wave length of 400 metres, emanates waves 400 metres between the crests. The smaller the wave length (i.e., the closer the crests are together), the greater the frequency.

These electrical waves, are usually described as the carrier waves, and they are perfectly regular in form, and on account of their rapidity they will not effect any wireless receiving apparatus, and, therefore, they cannot be heard on a receiving set. The foregoing apparatus is common to most modern wireless telegraph stations as well as to broadcasting stations.

The speech input equipment superimposes on these waves of much lower frequency, very irregular in character, corresponding to the speech, music, or other sounds to be transmitted. The result is that the carrier wave, while retaining its regularity as regards frequency, becomes distorted in shape and the crests instead of being all the same height, vary, and a very irregular line results from joining these crests up. The wireless receiving sets required for use with this broadcasting, have passages through their coils, etc., and when this condition is reached, the irregularities mentioned affect the telephone receiver and it is the effect of these irregularities on the receiver which causes the reproduction of speech, music, etc. Assuming an efficient receiving set, the purity of the results depends on the speech input equipment translating the actual sound vibrations of speech and music into exactly corresponding electrical vibrations, and as it is the sound received that the listener is interested in, the speech input equipment from the listener's point of view, is the most interesting feature of the broadcasting station outfit.

GREAT CARE NECESSARY.

Speech and music are sound of a most complex character, and great care and much experience is necessary in design of speech input apparatus, and in order to maintain ideal conditions during broadcasting it is usual for the man controlling the apparatus to have an efficient loud speaker near him so that he can hear through the apparatus the quality of the transmission, and make adjustments and control the outfit from the speech input equipment. The loud speaker with its necessary valves, etc., is known as the monitoring circuit.

The speech input equipment, comprises sensitive microphones for picking up the speech or music to be broadcast, together with a vacuum tube amplifier by means of which the electrical impulses coming from the microphone are magnified to a suitable volume before being applied to the radio transmitting apparatus. In addition to these basic units the equipment includes devices for controlling and monitoring the operation of the amplifier in order that the standard of reproduction of the speech of music may always be kept up to the highest level. The high quality transmitter which is used in this equipment is specially designed so that every gradation of tone is faithfully reproduced. Special attention is also given to features which insure an even response over a wide range of frequencies and an absence of resonance effects and variations in efficiency, which if present even to a very small degree would seriously affect the operation of the equipment. In this respect the transmitter represents a very material advance on the transmitters ordinarily used in telephone service. This transmitter is of the type known as "push

pull" that is to say two carbon buttons are employed one on each side of the diaphragm, connected so that any distortion due to one button will be counteracted by that due to the other. The diaphragm is stretched so as to have its natural frequency above the range of frequencies encountered in speech and music. As no mouthpiece or other description of collecting horn is employed with this transmitter it is capable of picking up sounds from a wide range of directions and also from considerable distances.

ELIMINATION OF JARS.

Owing to the requirement that the transmitter shall pick up weak sound from considerable distances, restrictions are imposed on the mounting which have required special consideration. It must hold the transmitter in such a way that it is protected from the slightest mechanical jar or vibration, which would cause an objectionable noise. It must be inconspicuous, or of a pleasing appearance and so arranged that its location in accordance with the requirements of the acoustic systems will not be objectionable. The transmitter mounting consists of a drum shaped cage for holding the transmitter, the whole mounted on a desk stand base. The drum has perforations on all sides which are protected by fine brass mesh. Inside the frame of the drum projecting inward are four hooks which engage coil springs on the transmitter frame, the transmitter being thus entirely suspended on springs.

The amplifier consists of three stages. Care has to be taken in the design to obtain good transmission frequency characteristic from frequencies as low as 60 cycles up to 5,000 cycles; this requires special circuit arrangements. The amplifier should be designed for use with either 130 volt or 350 volt plate circuit supply, a potentiometer included in the panel cut down the potential applied to its proper value, when the 350 volt supply is employed. The filament current for this amplifier, should be supplied from a 12-volt storage battery. A key just below the tubes will provide for variation of gain in large steps and a potentiometer having 12 steps for smaller steps. A special jack panel carries all the current measuring jacks for the set. These include filament and plate circuits and also the battery supply for the transmitters, the latter being supplied from the storage battery which provides filament current for the vacuum tubes.

LOST IN ARCTIC WASTES.

Wireless Attempt to Communicate.

Radio's greatest attempt to locate missing persons was started when KDKA, operated by the Westinghouse Electric and Manufacturing Company, at East Pittsburgh, Pa., U.S.A., in company with its three sister stations, broadcast messages destined to be picked up by members, or those knowing the whereabouts, of the ill-fated Nutting expedition now swallowed in the Arctic wastes.

Immediately following their regular programmes KDKA at East Pittsburgh, Pa., WBZ at Springfield, Mass., U.S.A., and KYW at Chicago U. S. A. sent out the first messages into the northland asking any who might have heard, particularly those living on the eastern coast of Baffinland, to send in information regarding the expedition. This same message was repeated several times thereafter in the endeavour to find a trace of the survivors. This broadcast is regarded as romantic an attempt to obtain data on conditions in the arctic regions as was ever attempted.

The expedition that is now lost, was conceived by William Nutting in his attempt to try and follow the course taken by the Vikings in their daring ventures to the North American continent about the year 1000. His idea was to use a sailing vessel and thus the wind and the currents carry him away from Norway much in the same way as did the small boats of these early adventurers. In this way Nutting thought he might land on the American continent about the same place as did the Norsemen and thus obtain the valuable data on their ventures and perhaps the course pursued after landing.

Accordingly early in September 1924 the expedition left the port of Julianahab, Greenland bound as nearly as was thought probable for Battle Harbour, Labrador.

THE MEN.

The crew in addition to the commander was composed of three men. Two of these were citizens of the United States and one of a citizen of Denmark.

Their boat, the "Lief Eriksen" especially built for Arctic service was about 40 feet overall and drew 5 1/2 feet of water. It is thought about two month's supplies and firearms were also carried. The crew were experienced seamen but had no Arctic experience.

Once after leaving the expedition was seen off the coast of southern Greenland but after that no trace was ever found. A few weeks ago the United States government sent a cruiser into the Arctic regions and for about three weeks this ship with three airplanes searched 93,000 square miles of the ocean and Baffin Bay without a trace of the lost expedition.

The latest attempt to locate the crew was through the lonely trading posts of the Hudson's Bay Company. These posts last winter were supplied with radio sets by the Canadian Westinghouse Company.

It is known that at Christmas time and at New Year's the Eskimo and trappers made a pilgrimage to these posts to pay their respects to the factors. Thus at this time it was most advantageous to broadcast a message seeking information regarding the members of the lost expedition.

The Hudson's Bay Company is even authorising its representatives there to advance equipment, supplies and transportation to any of the survivors. The Cruising Club of America is also interested in the search and is planning a relief expedition.

SHORT WAVES.

Where They Are Superior.

Superiority of short waves over long waves, especially in long distance daylight transmission, has been proven again by the experience of John K. Reinartz, the famous radio inventor, of Manchester, Connecticut.

Reinartz has succeeded in transmitting signals by day across the continent on a wavelength of 21 meters.

F. J. Jones of Berkeley, Calif., Hewitt Sprotowohl of Hartley, Ia., and William J. Lee of Winter Park, Fla., report to the American Radio Relay League that they heard Reinartz at the time he was making these short-wave tests.

For the last two years amateurs have been trying to relay code messages across the continent, in daylight, with little success. The tests were conducted on longer waves than those used by Reinartz.



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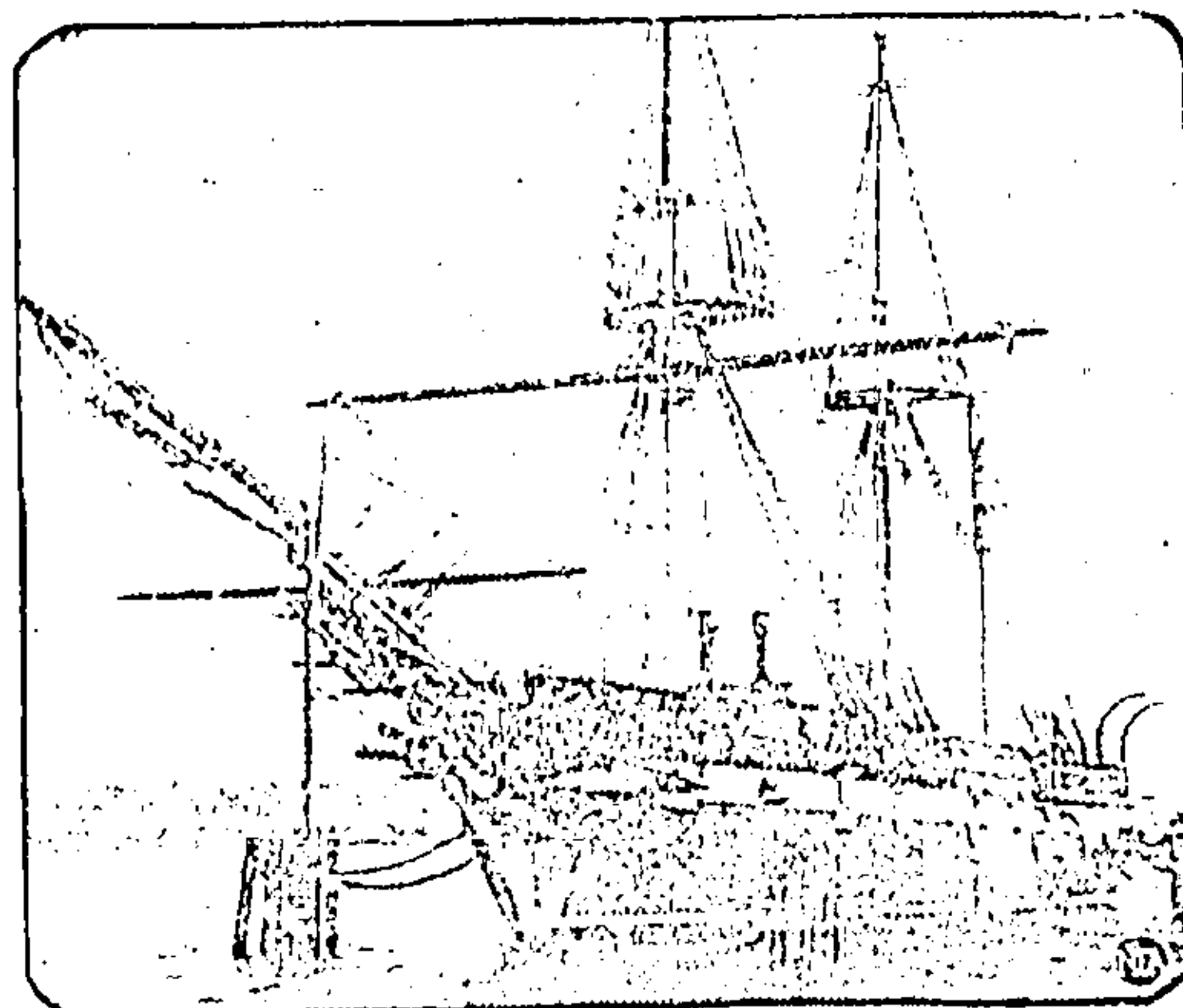
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CURRENT PICTORIAL NEWS.



Miss Frances Lowden of Oregon, Ill., daughter of former Governor and Mrs. Frank O. Lowden, married Mr. John B. Drake Jr., of Chicago on Feb. 10, at Chicago. They have gone abroad on their honeymoon, returning in April.



Lying in the Boston Navy Yard is what is left of the old U. S. S. Constellation, slowly decaying. Congress has not appropriated the money necessary to maintain her. Authorized and built, 20 years after America became a nation, heroes of early American naval life trod her decks. She fought many notable engagements; one on Feb. 16, 1799, with the French frigate L'Insurgente off the Island of Novis, West Indies, being especially memorable.



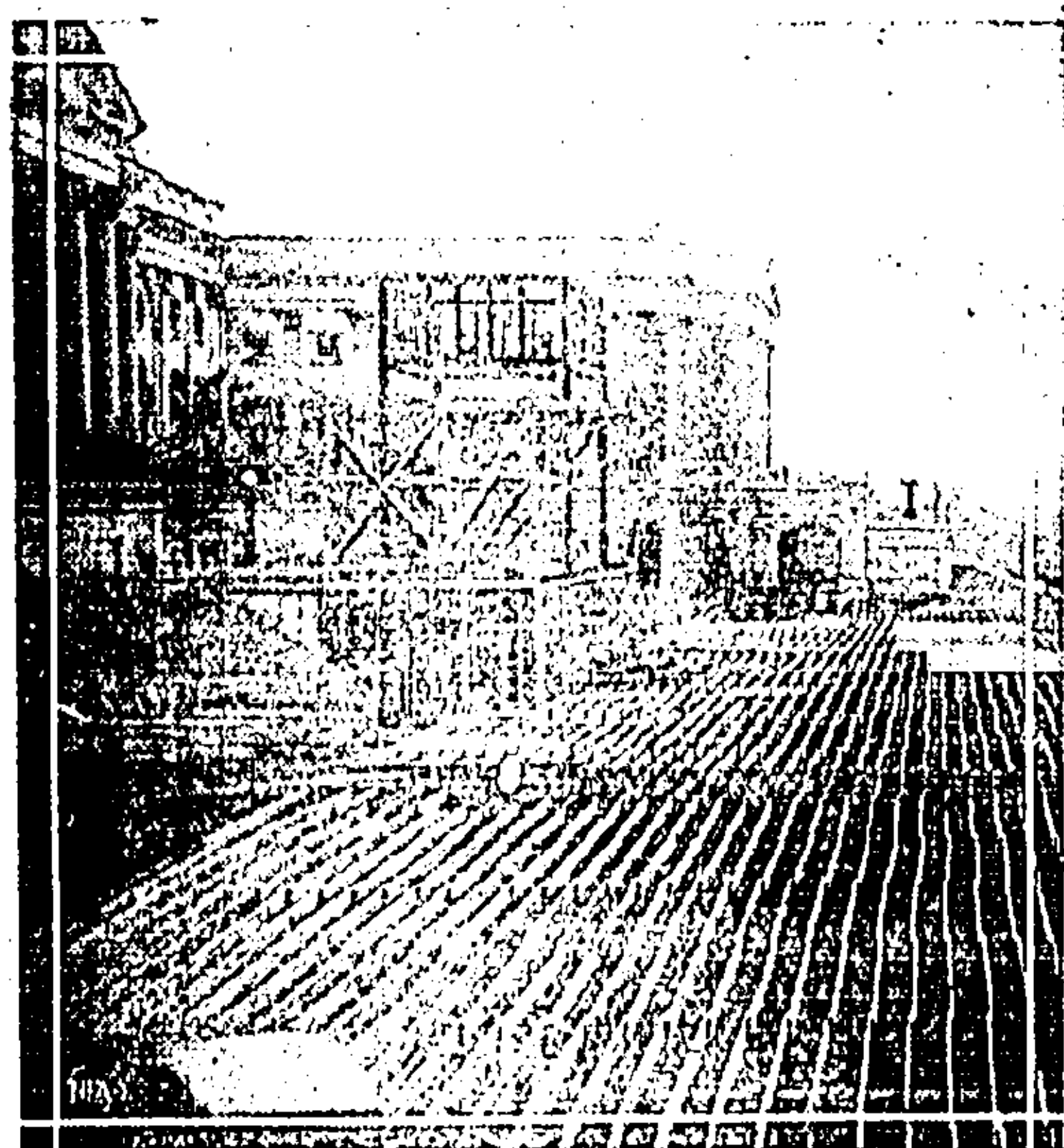
Because Miss Helen Gainer, 21, San Francisco, signed some papers without reading them, corporation attorneys nearly succeeded in nullifying California's minimum wage law for women. When she found the papers threatened her right to work was infringed, she brought suit, ousted the attorneys, and obtained dismissal of the attack on the law.



This synthetic photograph shows an artist's view of how President Coolidge must look as he takes his daily dozen upon the newly famous White House iron horse. This was the subject of the recent "Cal's Hobbyhorse" poem.



This deep-sea fish was caught by O. H. Earet of Columbus, O., off Miami, Florida. Nobody has yet come forward with a name for it. The underside of the fish (shown above) has an almost human face, and its eyes open both on top of the head and underneath.



With economy the watchword, rapid progress was made in the erection of the stand in front of the Capitol (shown above) from which President Coolidge took his oath of office March 4, and addressed, not only the few thousands gathered about him, but the millions of the country via radio.



Brig. Gen. Mitchell, assistant chief of the U. S. Army Air Service (centre), as he appeared on the witness stand before the special aircraft committee of the House of Representatives, where he made the sensational charges regarding the attitude of the War and Navy Departments towards the air service. At the right is Representative Randolph Perkins of New Jersey, who was the chief examiner for the committee.

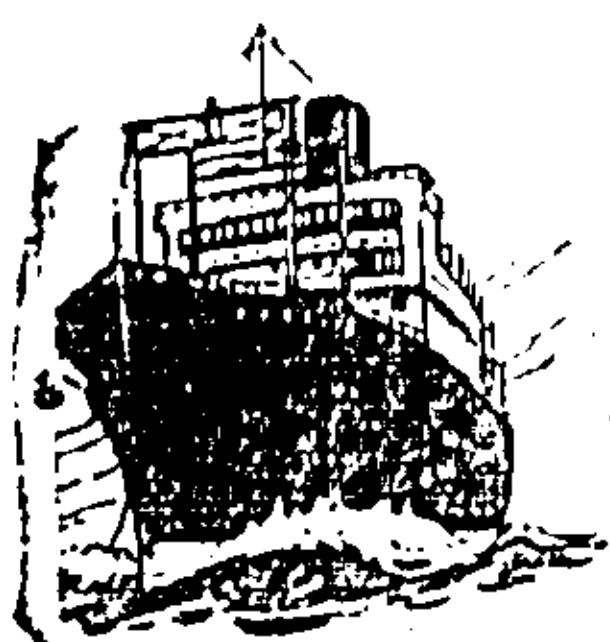


Mary Birman, though blind since childhood, will take the part of "Pilar," the dancing girl in a pantomime to be given for the benefit of the building fund for the New York Association of the Blind. She is at Columbia University, and in her spare time teaches a group of sightless girls aesthetic dancing.



When it comes to perfect camouflage it is hard to beat "Dame Nature." The photo above is not of a leaf, but is that of the leaf insect of tropical Asia which resembles the foliage of the Guava tree to such an extent, that it is practically invisible when on the plant.

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"PRESIDENT MADISON" April 3rd.
"PRESIDENT JACKSON" April 15th.
"PRESIDENT McKINLEY" May 9th.
"PRESIDENT JEFFERSON" May 21st

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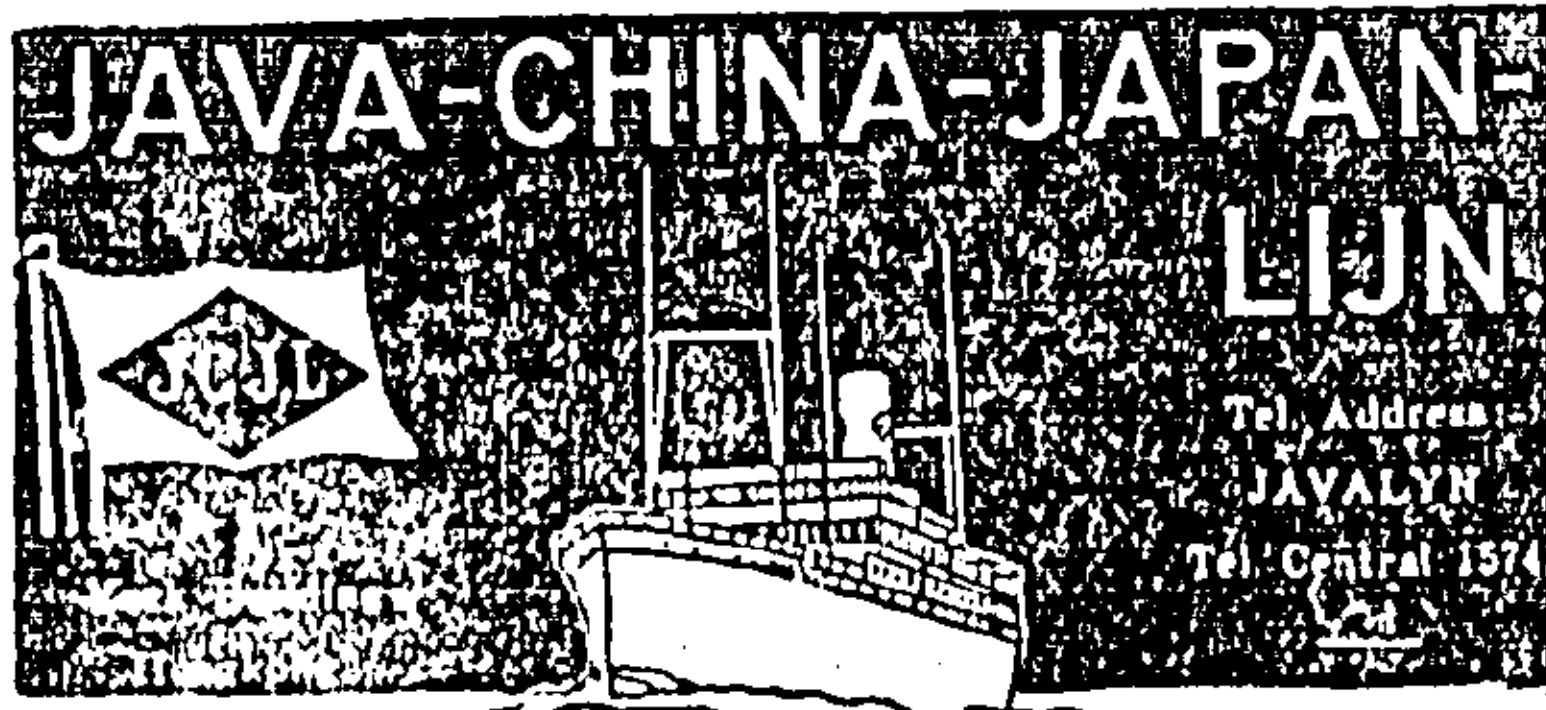
"PRESIDENT MADISON" March 26th, 5 p.m.
"PRESIDENT JACKSON" April 7th.

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Tjikarang	Dalmy	4th Apr.	8th Apr.	Batavia
Tjikembang	Batavia	5th Apr.	9th Apr.	Shanghai
Tjimanock	Japan	6th Apr.	8th Apr.	Batavia
Tjilliwong	Java	6th Apr.	10th Apr.	Amoy & S'hai
Tjibodas	Amoy	7th Apr.	9th Apr.	Mak. & S'hai
Tjisalak	Shanghai	19th Apr.	22nd Apr.	Batavia

†Via Makassar
*Via Batavia

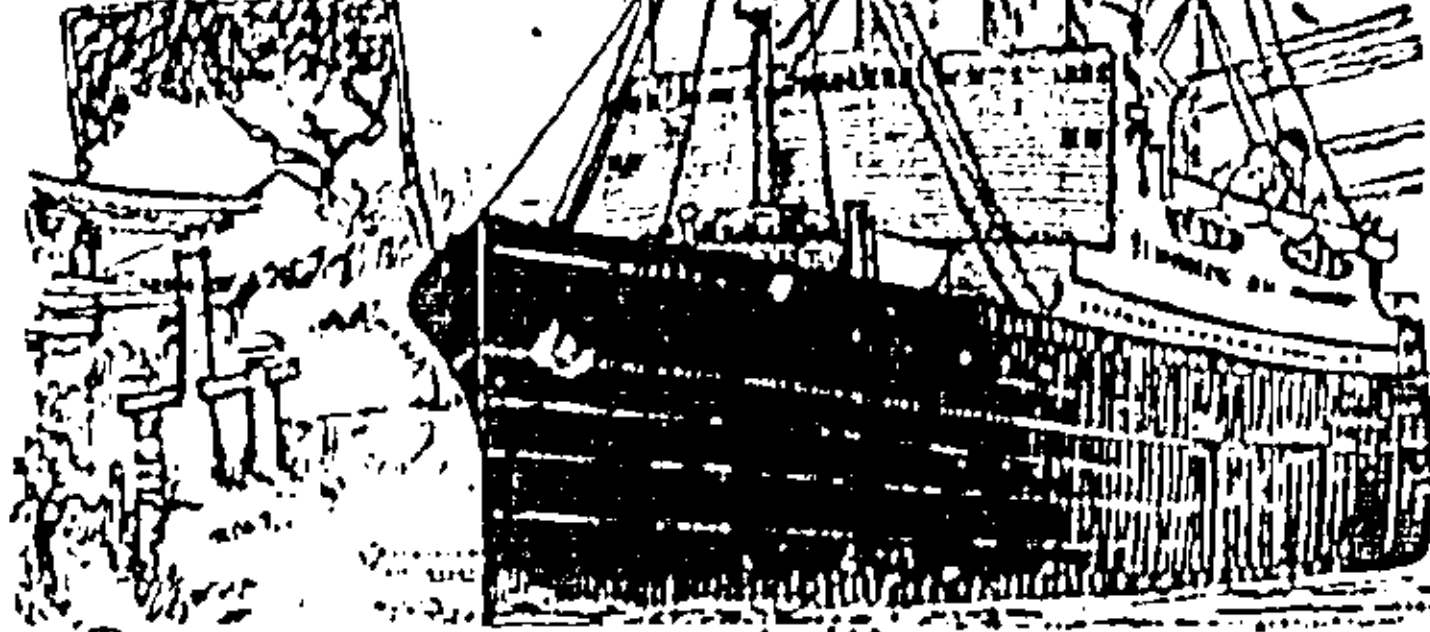
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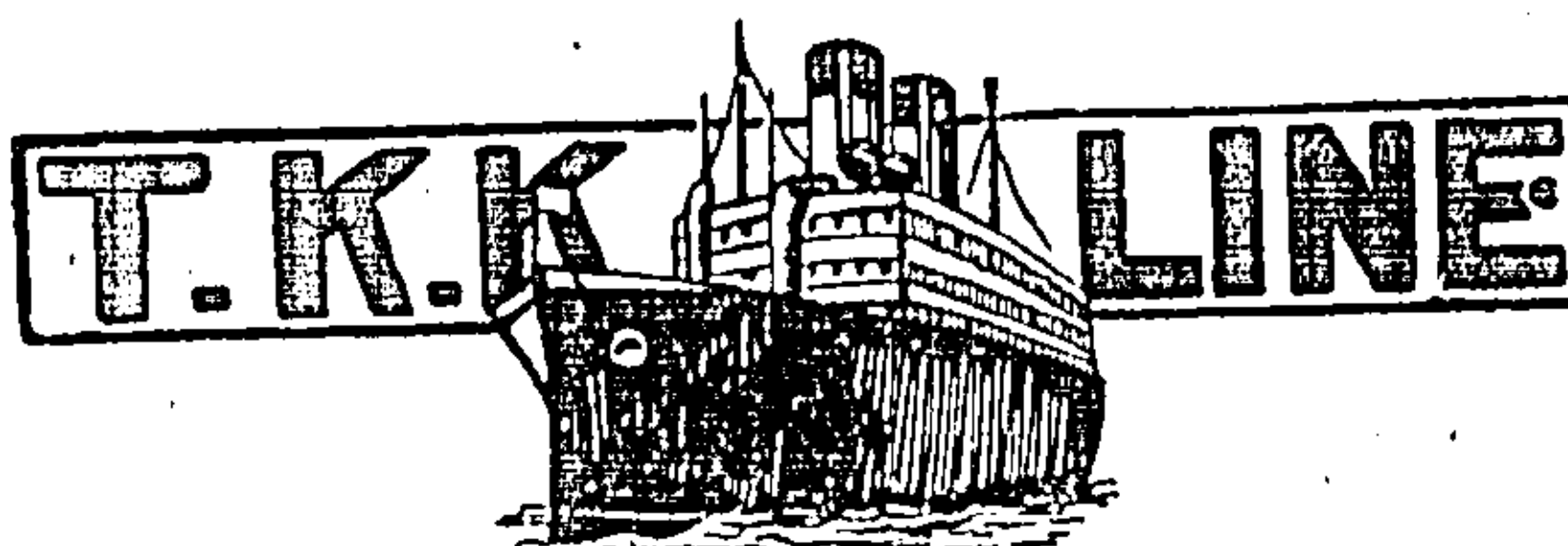
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Offers excellent saloon accommodation, all lower berths,
English Cuisine, doctor carried, wireless telegraph
1st CLASS FARE TO SINGAPORE \$100.00.

In connection with the Royal Packet Nav. Co.'s (K.P.M.)
services to all destinations in the Netherlands East Indies and
Australia.

Agents—JAVA CHINA JAPAN LIJN,
Telephone Central No. 1574. York Building, Charter Road.

M MESSAGERIES MARITIMES M

SERVICES CONTRACTUEL

Mali Steamers	Next Sailings from Marseilles	Pro. arr. at Hkg. and Sailings for H'kai & Japan	Pro. Sailing from H'kai for M'illes
COMPAGNE	12th Feb.	16th Mar.	29th Mar.
ANGERS	26th Feb.	31st Mar.	12th Apr.
PAUL LECAT	12th Mar.	14th Apr.	26th Apr.
ANDRE LEBON	26th Mar.	27th Apr.	10th May.
AMBOISE	9th Apr.	11th May	24th May.
OHANTILLY			7th June.

RATES OF PASSAGE MONEY TO MARSEILLES
(including Table Wine and free Doctor's attendance)
1st Class £95.0.0 B. Class) 1st Class £83.0.0
2nd Class £68.0.0 Steamers) 2nd Class £60.0.0

Through Tickets to London and Leading Towns of Europe.
Accommodation reserved in the trains at Marseilles.

LIJNE COMMERCIALES (CARGO-BEATS)

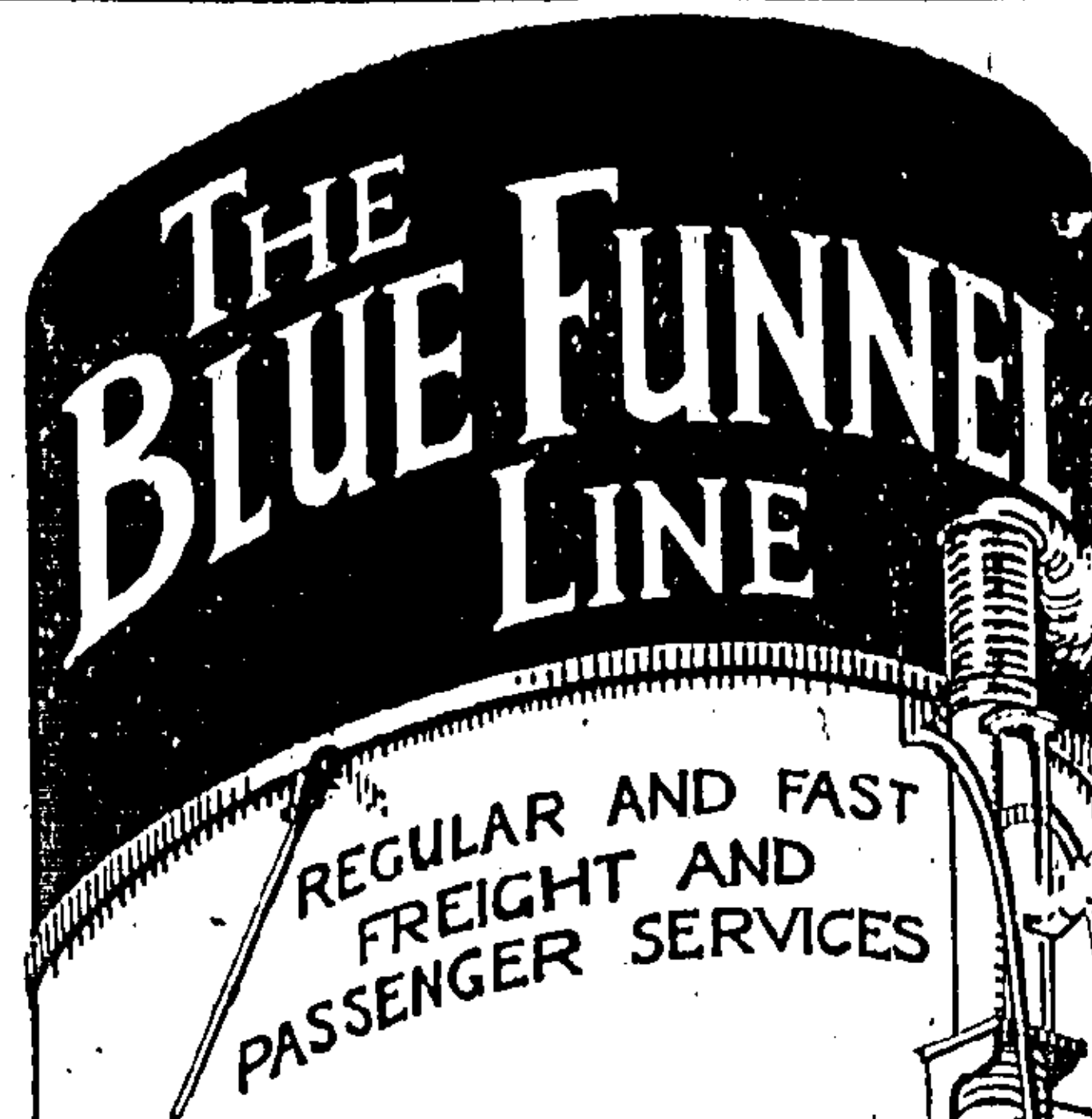
J.B. "YALOU" from Dunkirk, London, Havre is due to
arrive about end of March.

For full particulars apply to

Telephone Central 74

Messageries Maritimes Co
3 Queen's Building.

PACIFIC SHIPPING.



LONDON SERVICE.

"AGAPENOR" 23rd Mar. London, Rotterdam, Hamburg & Dunkirk
"AUTOLYCUS" 30th Mar. London, Rotterdam & Hamburg
"ANTENOR" 7th Apr. Marseilles, London, Rotterdam & Glasgow.
"LAOMEDON" 13th Apr. London, Rotterdam & Hamburg.

LIVERPOOL SERVICE.

"DOLIOS" 21st Mar. Genoa, Marseilles, Liverpool & Glasgow
"TEUCER" 2nd Apr. Marseilles, Liverpool & Glasgow
"NINGHOW" 20th Apr. Genoa, Marseilles, Liverpool & Glasgow
"AJAX" 1st May. Marseilles, Havre, Liverpool & Glasgow
*via Port Sudan

PACIFIC SERVICE.

(via KOBE & YOKOHAMA).
"ACHILLES" 24th Mar. Victoria, Seattle & Vancouver.
"PHILOCTETES" 22nd Apr. Victoria, Seattle & Vancouver.

NEW YORK SERVICE.

(via BUEZ or PANAMA)
"TYDEUS" 28th Mar. Boston, New York & Baltimore via Suez
"HELENUS" 19th Apr. Boston, New York & Baltimore via Suez
"JASON" 7th May. Boston, New York & Baltimore via Suez

PASSENGER SERVICE.

"HECTOR" 31st Mar. Shanghai.
"ANTENOR" 7th Apr. Singapore, Marseilles & London.
"HECTOR" 5th May. Singapore, Marseilles & London.
"SARPEDON" 16th June. Singapore, Marseilles & London.
Also cargo steamers with limited passenger accommodation at
specially reduced fares.

For freight and passage rates and information apply to:

Butterfield & Swire.

Agents.

AMERICAN FAR EAST LINE.

Operated for

United States Shipping Board

By Struthers and Barry, Managing Operators.

REGULAR FAST FREIGHT SERVICE

To San Francisco & Los Angeles from Hongkong
by Direct Route.

23 days to San Francisco 28 days to Los Angeles
U.S.S.B. "West Ivan" ... Due Hongkong 27th Mar.
Leaves Hongkong 23th Mar.
U.S.S.B. "West Faralon" ... Due Hongkong 8th Apr.
Leaves Hongkong 10th Mar.

Cargo Accepted for Transshipment at San Francisco to Weekly Sailings for At-
lantic Seaboard Ports. Through Bills of Lading issued to U.S. & Canadian Over-
land Points

To Singapore, Zamboanga and Cebu.

U.S.S.B. "West Sequana" ... Due Hongkong 12th Apr.
Leaves Hongkong 14th Apr.

To Manila and Cebu.

Through bills of lading issued to all ports not served
For Full Information apply to

STRUTHERS & BARRY.

L. Everett, Inc. 1st Floor Queen's Building.
General Agents, A. S. ROSEFIELD, Ros Agon.
Japan, China, Philippine Islands, Indo-China, Straits Settlements & India Phone Central No. 3008.

CONSIGNEES.

Dollar Steamship Line.

The Steamship
"PRES. GARFIELD"

having arrived from New York
via ports, on March 16th 1925
consignees are hereby notified
that their cargo is being landed
at their risk into the hazardous
and/or extra hazardous Godowns
of the Hongkong & Kowloon
Wharf and Godown Company, at
Kowloon, and stored at con-
signees' risk.

Consignees of Cargo must pro-
duce an Import Permit signed by
the Superintendent of Imports
and Exports, Hongkong, before
Bills of Lading will be counter-
signed.

All broken, chafed and damaged
cargo is to be left in the Godowns
where it will be examined at 10
a.m. on March 21st 1925, by the
Company's Surveyors, Messrs
Carmichael & Clarke.

All claims must be presented
within thirty days of the
steamer's arrival here, after
which they cannot be recognised.
No claims will be recognised
after the goods have left the
godowns, and cargo undelivered
on and after March 23rd 1925,
will be subject to rent.

No fire insurance whatever
will be effected.

Consignees are requested to
send in their Bills of Lading for
countersignature immediately.
DOLLAR STEAMSHIP LINE,
4, Des Vaux Road.
Hongkong, 16th March, 1925.

NOTICE TO CONSIGNEES.

SERVICES
CONTRACTUELS DES MES-
SAGERIES MARITIMES.

The Steamship
"ANGERS"

Consignees of cargo from
Marseilles, &c.

In connection with above
Steamer are hereby informed that
their goods with the exception of
Opium, Treasure and Valuables
are being landed and stored at
their risks into the Godowns of
the Hongkong Kowloon Wharf
and Godown Co., Ltd. Kowloon
whence delivery may be obtained
immediately after landing.

Optional Cargo will be forward-
ed on unless intimation is receiv-
ed from the Consignees before
noon to-day requesting it to be
landed here.

Bills of Lading will be counter-
signed by the Underigned. Goods
remaining unclaimed after Mon-
day the 23rd instant at noon will
be subject to rent and landing
charges.

All claims must be sent in
to me on or before Wednesday,
the 25th inst. or they will not
be recognised.

All damaged packages will be
examined on Saturday, the 21st
instant at 10 a.m. by Messrs.
Goddard & Douglas.

No Fire Insurance has been
effected.

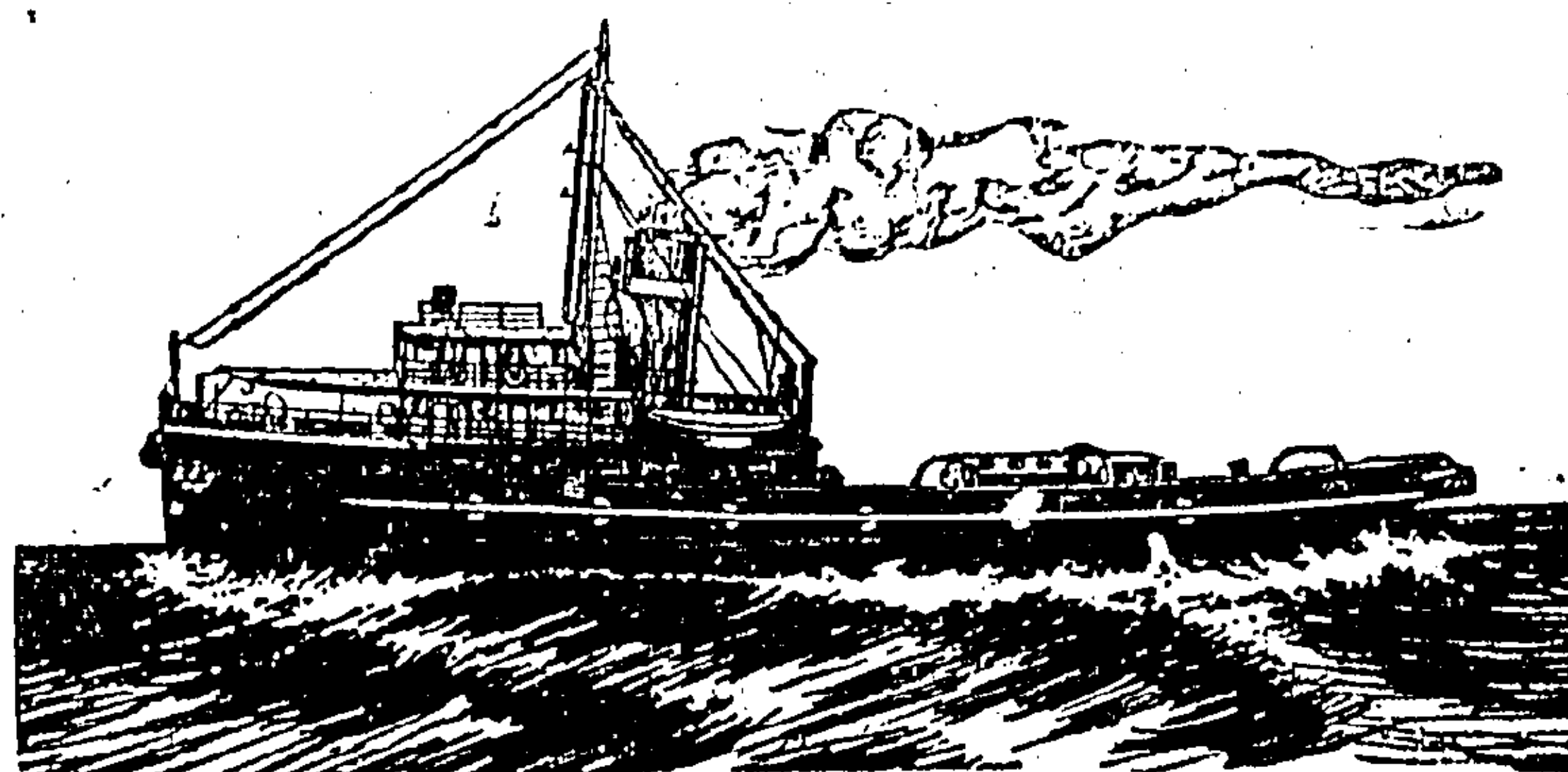
R. RODENFUSER,
Agent.
Hongkong, 16th March 1925.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS, "MANIFESTO" HONGKONG

Codes Used A1, A.B.C. Fifth Edition, Engineering, First and Second Edition,
Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and
Brass Founders, Forge Masters, Electricians.



Twin-Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engined and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong,
for their own service, 1921. Length 105' B.P., Breadth 34' (m) oph 17' (m) I.H.P. 2000.
Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless,
searchlight and all modern appliances for Salvage Work.

Please address all inquiries to the Chief Manager.

R. M. OYER, B. Sc., M.I.N.A., KOWLOON DOCK, HONGKONG.

Shipping Europe, Australia, and other Ports.

P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND) TO Straits, Java and Burma, Ceylon India, Persian Gulf, West India, Mauritius, East & South Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Europe, Etc.

*MINISUL & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS UNDER CONTRACT WITH H. M. GOVERNMENT.

S.S.	Tons	From Hong-kong (about)	Destination
SICILIA	6,813	2nd Apr.	S'pore, Pang, C'bo & B'bay
MANTUA	10,902	4th Apr. noon	Marseilles & London
KARMAIA	9,098	18th Apr.	M'los, L'lon, A'werp & Hull
NAGPORE	5,283	22nd Apr.	S'pore, Pang, C'bo & B'bay
MADEONIA	11,089	2nd May	Marseilles & London
SARDINIA	6,684	16th May	S'pore, Pang, C'bo & B'bay
NAGOYA	6,854	26th May	Marseilles & London
SOUDAN	6,696	28th May	S'pore, Penang & Calcutta
MOOREA	10,911	30th May	Marseilles & London
SICILIA	6,813	9th June	S'pore, Pang, C'bo & B'bay
KALYAN	9,144	13th June	M'los, London & Antwerp
MALWA	10,941	27th June	Marseilles & London
KASHMIR	8,985	11th July	M'los, London & Antwerp
SARDINIA	6,684	22nd July	S'pore, Pang, C'bo & B'bay
MANITIA	1,002	25th July	Marseilles & London
KASGAR	9,005	8th Aug.	M'los, London & Antwerp
MADEONIA	11,089	22nd Aug.	Marseilles & London
KARMAIA	16,227	5th Sep.	Marseilles & London

BRITISH INDIA-APCAR SAILINGS (South)

TAKADA	6,946	3rd Apr.	S'pore, Penang & Calcutta
TALMA	10,000	24th Apr.	S'pore, Penang & Calcutta
TILAWA	10,006	25th Apr.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

*ARAFURA	6,000	1st Apr.	Manila, S'kan, Thursday Is.
ST. ALBANS	4,500	29th Apr.	Townsville, P'hane, S'ney
TANDA	6,956	3rd June	and Melbourne

*Will Call at Hoilo Kolambang but Omits Sandakan
 The E. & A. S. Co., Ltd. steamers will also call at Shanghai, Hoilo, Cebu, Kolambang, Tawau, Timor, Darwin, or other ports en route at an inducement offer.
 Frequent connections from Australia with the following:-
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
 The P. & O. Royal Mail Steamers to London via Suez Canal.
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

KARMAIA	9,098	22 Mar. 4 p.m.	Shanghai, Moji & Kobe
TALMA	10,000	26th Mar.	S'hai, Moji, Kobe, Osaka & Yh.
MADEONIA	10,089	3rd April	Shanghai, Moji & Kobe
TILAWA	10,006	4th April	Shanghai, Moji & Kobe
ST. ALBANS	4,500	4th April	Moji & Kobe
TALAMBA	8,500	14th April	Kobe
SARDINIA	6,684	17th April	Shanghai, Moji & Kobe
NAGOYA	6,854	23rd April	Shanghai, Moji & Kobe
TAKIWA	7,936	25th April	Kobe
MOOREA	10,911	1st May	Shanghai, Moji & Kobe
SOUDAN	6,696	1st May	Shanghai & Kobe
TAIREA	7,983	3rd May	Kobe
TANDA	6,956	9th May	Moji & Kobe
KALYAN	9,144	15th May	Shanghai, Moji & Kobe

All dates are approximate and subject to alteration without notice.
 WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.
 For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & Co., Agents.
 P & O. Bdg., Connaught Rd., C.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN Service

OUTWARDS.

HOMEWARDS.

Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.
GLENG-RRY	31st Mar.	GLENG-RRY	6th April
GLENSHANE	13th April	GLENG-RRY	18th April
GLENNAP	16th April	GLENG-RRY	18th April
GLENSIDA	5th May	GLENG-RRY	9th May
CARMARTHENSHIRE	14th May	GLENG-RRY	9th May

Movements are subject to change without notice.
 For freight or further particulars please apply to:-

JARDINE MATHESON & CO., LTD.**THE GLEN LINE, LTD.**

Telephone Central No. 215, sub-ex. 23 and 3696.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong.	Leave Hk. for M'la. Port Banga, Thurs. Is. & A'lian Ports.
CHANGSHA	23rd Mar.	28th Mar.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire. Agents.

Telephone Central No. 36.

COMPANIA TRANSATLANTICA DE BARCELON

(Spanish Royal Mail Line)

MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID, BARCELONA & OTHER SPANISH PORTS.

C. LOPEZ Y LOPEZ	28th Mar.
ISLA DE PANAY	23rd May
LEGAZPI	14th July

YOKOHAMA, KOBE, MOJI & SHANGHAI.

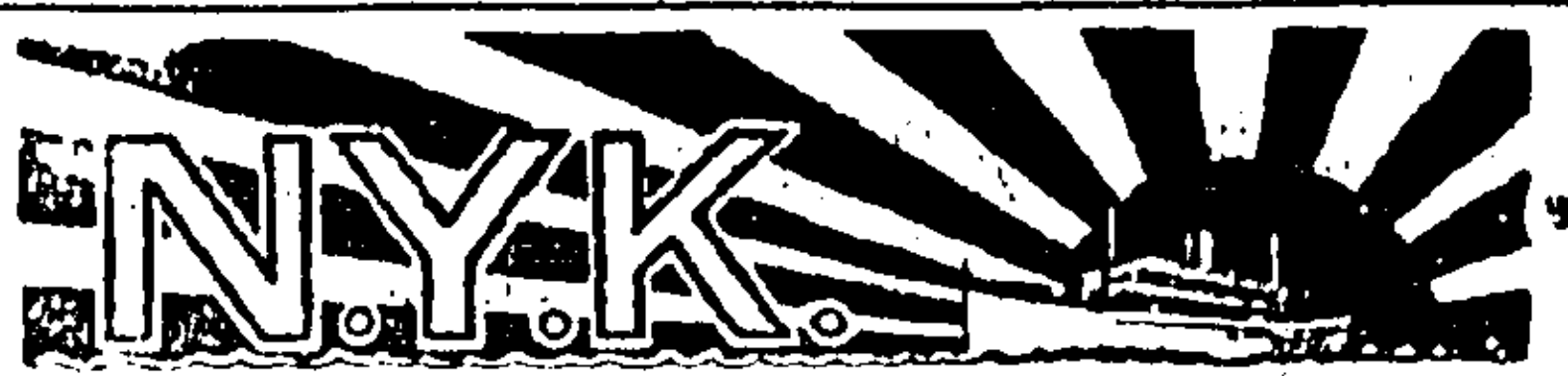
ISLA DE PANAY	4th May
LEGAZPI	25th June

The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for comfort and safety of passengers. Stewardesses and Doctor carried.

For particulars of freight or passage apply:-

BOTELHO BROS.Tel. 1531. Alexandra Buildings, Hongkong.
O. D. BARRETTO, Ltd., 28 Central Avenue, B. C. CANTON.

Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.

Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.

Through passage rates to Europe via America U. 2405, G. 2420, G. 2440.

IYO MARU ... Friday, 3rd Apr. at 11 a.m.

SHINDZUOKA MARU ... Thursday, 23rd Apr.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports.

ATSUTA MARU ... Wednesday, 25th Mar. at 11 a.m.

KASHIMA MARU ... Wednesday, 8th Apr.

HAMBURG via LONDON & ROTTERDAM & Ports.

MITO MARU ... Thursday, 16th Apr.

LIVERPOOL via ADEN & MARSEILLES.

TSURUGA MARU ... Monday, 13th Apr.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU ... Wednesday, 22nd Apr. at 11 a.m.

MISHIMA MARU ... Wednesday, 20th May.

NEW YORK and/or BOSTON via PANAMA.

LISBON MARU ... Wednesday, 15th Apr.

BUENOS AIRES via Singapore, Durban & Cape Town.

AWA MARU ... Middle of May

BOMBAY via Singapore & Colombo.

ASUKA MARU ... Saturday, 28th Mar.

CALCUTTA MARU ... Friday, 10th Apr.

CALCUTTA via Singapore, Penang & Rangoon.

YAMAGATA MARU ... Tuesday, 31st Mar.

NAGASAKI, KOBE & YOKOHAMA.

NISHIMA MARU ... Thursday, 16th Apr.

SHANGHAI, KOBE & YOKOHAMA.

MOJI MARU ... (Moji direct) Saturday, 21st Mar.

SUWA MARU ... Monday, 23rd Mar.

FUSHIMI MARU ... Tuesday, 7th Apr.

HAKOZUKI MARU ... Tuesday, 21st Apr.

For further information apply to:- NIPPON YUSEN KAISHA.

Tel. Central Nos. 292, 293 & 2422. S. KINOSHITA, Agents.

S. KINOSHITA, Agents.

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COAST SHIPPING.

THE BANK LINE LTD.

NEW YORK, BOSTON & BALTIMORE

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

*S.S. CITY OF DURBAN via Suez Canal 7th Apr.

*S.S. CITY OF BOMBAY do. 25th Apr.

*Calls NEWPORT NEWS.

BOSTON & NEW YORK

AMERICAN & ORIENTAL LINE

S.S. COPENHAGEN via Suez Canal 31st Mar.

UNITED KINGDOM & CONTINENT

"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. CITY OF PEKIN 25th March

S.S. TRAFFORD HALL 14th April

For London, Rotterdam, & Hamburg.

For Marseilles, London, Rotterdam & Hamburg.

MODERATE PASSAGE RATES TO MARSEILLES & LONDON.

MAURITIUS & SOUTH AFRICA

ORIENTAL AFRICAN LINE

S.S. ... Sails Hongkong

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay & Capetown.

Through bills of lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambano, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, & Madagascar.

FOR FREIGHT OR PASSAGE ON ANY OF THE ABOVE LINES. APPLY TO:- THE BANK LINE LTD.

Telephone C. 4791.

BOSTON, NEW YORK & BALTIMORE.

Joint Service of the

"BLUE FUNNEL LINE"

(Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

S.S. TYDEUS ... via Suez Canal ... 28th Mar.

S.S. CITY OF DURBAN ... via Suez Canal ... 7th Apr.

S.S. HELENUS ... via Suez Canal ... 13th Apr.

S.S. CITY OF BOMBAY ... via Suez Canal ... 25th Apr.

*Calls New York first.

Steamers proceed via Suez Canal or Panama Canal at Owners option Subject to change without notice.

For Freight and particulars apply to:-

BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG, HONGKONG & CANTON: HOLYOAK, MASSEY & Co. Ltd. CANTON.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships. Captain. Leaving.

Haining ... W. C. Passmore ... TUES., 24th inst. at 4 p.m.

Haihong ... Ellis Walker ... FRI., 27th inst. at 1 p.m.

Haiching ... A. H. Stewart ... TUES., 31st inst. at 1 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and Return, by the same steamer, by the "Haining", "Haihong" & "Haiching" at the Reduced Rate of \$80.00 including Meals while the steamer is in Port.

CONSIGNEES.

NOTICE TO CONSIGNEES!

LLOYD TRIESTINO S. N. CO.

The Steamship "PERSIA"

From Trieste, Venice, Brindisi,

Port Said, Massana, Aden

Colombo, Penang and

Singapore.

CONSIGNEES of cargo are

hereby informed that all

Goods are being landed at their

risk into the Godowns of the

Hongkong and Kowloon Wharf

& Godown Company, Ltd., at

Kowloon, whence and/or from

the wharves delivery may be

obtained.

Optional Cargo will be forward-

ed unless notice to the contrary

be given before 16th inst.

No claims will be admitted

after the Goods have left the

Godowns, and all Goods remain-

ing undelivered after the 22nd

inst. will be subject to rent.

All claims against the steamer

must be presented to the Under-

signed on or before the 1st. prox.

or they will not be recognized.

All broken, chafed, and damag-

ed Goods are to be left in the

Godowns, where they will be

examined on the 21st inst. at 10

a.m. by our surveyors Messrs.

Goddard & Douglas.

No Fire Insurance has been

effected.

Bill of Lading will be counter-

signed by

DODWELL & CO., LTD.,

Agents.

Hongkong, March. 16th. 1925.

OREGON ORIENTAL LINE.

From PORTLAND, Ore., Japan

Ports, etc.

The Steamship

"WESTJESSUP"

having arrived from above ports,

Consignees are requested to

present their Bills of Lading in

exchange for Delivery Orders,

and take immediate delivery

from alongside steamer.

All cargo not taken delivery

from steamer by 16th March 1925

will be landed into the hazardous

and or non-hazardous godown

of the Hongkong & Kowloon

Wharf & Godown Co., Ltd., at

Consignees' risk, whence delivery

may be obtained.

HOTELS.

THE
HONGKONG
HONGKONG HOTEL: REPULSE BAY HOTEL: PEAK HOTEL
Telegraphic Address: "KREMLIN, HONGKONG."

AND
SHANGHAI
ASTOR HOUSE HOTEL: PALACE HOTEL:
GRAND HOTEL KALEE: MAJESTIC HOTEL
Telegraphic Address: "CENTRAL SHANGHAI."
HOTELS,
LIMITED

In association with the Grand Hotel
Des Wagons Lits, Ltd. Peking.

KOWLOON HOTEL.**THE PREMIER HOTEL KOWLOON.**

First Class Billiard Room & Saloon Bar.
Electric Lift and Telephone to each floor.
Tel. K. 608 and K. 609, Cable address: KOWLOON, Hongkong.
Under the Personal Supervision and Management of
FRANK L. COKE, Proprietor.

KING EDWARD HOTEL.

CENTRAL LOCATION
ELECTRIC LIFTS AND LIGHTING
TELEPHONE ON EACH FLOOR
HOTEL LAUNCH MEETS ALL STEAMERS
Tel. Central 373. Telegraphic Address "Victoria"
J. WITCHELL,
Manager.


THE EUROPE HOTEL.**COMFORT-FOOD-MUSIC-DANCING**

Terms:—A la carte or Inclusive.

The after-dinner dances are held every Tuesday,
Thursday and Saturday.
Telephones in every room.
The Europe Orchestra plays nightly during Dinner,
and for Tiffin on Saturdays.

GRILL ROOM

Telegrams "Europe Singapore". **ARTHUR E. ODELL,**
Telephone 2740. Managing Director.



BOLS LIQUEURS

DO YOU REALIZE THAT
EVERY BOLS BOTTLE CONTAINS
A LIQUEUR OF QUALITY?
PERHAPS NOT THE CHEAPEST
BUT CERTAINLY THE BEST BRAND
ON THE MARKET.
EVERY BOLS BOTTLE IS
GUARANTEED BY THE LABEL!

SOLE AGENTS:

CALDBECK MACGREGOR & CO., LTD.
15, Queen's Road, Central. Telephone 75 Central.

QUEEN'S THEATRE

Last Performances To-day
at 5.15 and 9.15 p.m.

MURRAY

The Australian Handcuff King & Magician
featuring

"Australian Figure 8 Irons"

As used in the early Australian Convict
days, as a means of punishment

AND

"Challenge Rope Tie-Up"

The audience will be asked to tie Murray up
in any manner they wish & he will escape.
And Many Other New Tricks

also showing

KATHERIN MacDONALD

— in —

"THE BEAUTIFUL LIAR"

A First National Attraction

To-morrow (Sunday) at 6.00, 7.15 and 9.15 p.m.

MAE MURRAY

— in —

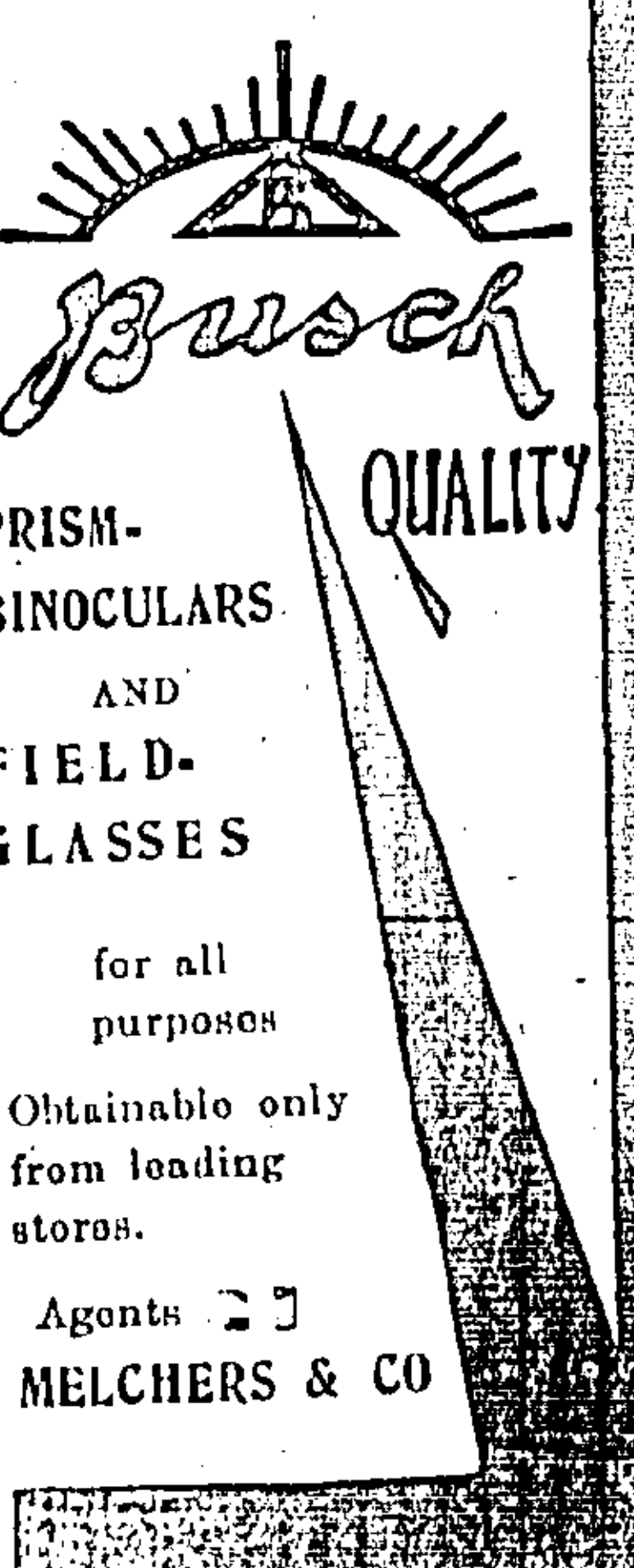
"FASCINATION"**Announcement**

The Tsang Fook
Piano Co. beg to
announce that for
the convenience of
their patrons, and
to facilitate busi-
ness, they have
acquired premises
at 8, Des Vœux
Road C., entrance
Ice House Street,
which have been
fitted out as Piano
Show Room and
Office.

**Tsang Fook
Piano Co.,**

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ENTERTAINMENTS.

STAR THEATRE

starting Wednesday, March 25
at 9.15 p.m.

THEATRICAL ENTERPRISES

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MADELINE ROSSITER

and

HER NEW LONDON COMPANY

March 25th

"SWISH"

A Farical Fantasy of Fun,
Entirely New to Hongkong.

March 26th

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A Comedy Salad with Musical Dressing,
Specially Served. One continuous roar of
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March 27th

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Introducing Madeline Rossiter's latest dance creation,
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March 28th

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Introducing New Songs, New Dances, New Burlesques.
A comedy show that will keep you screaming.

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TO-DAY till TUESDAY, 5.15 & 9.15 p.m.

FANDOM'S FAIREST FAVOURITE

MARY PHILBIN

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"THE GAIETY GIRL"

(A Universal Super Jewel in 8 Parts)

You'll be thrilled by the exploits of this girl reared in castle luxuries
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